

VTA'S BART PHASE II TO D CORRIDOR STRATEGIES AND ACCESS PLANNING STUDY

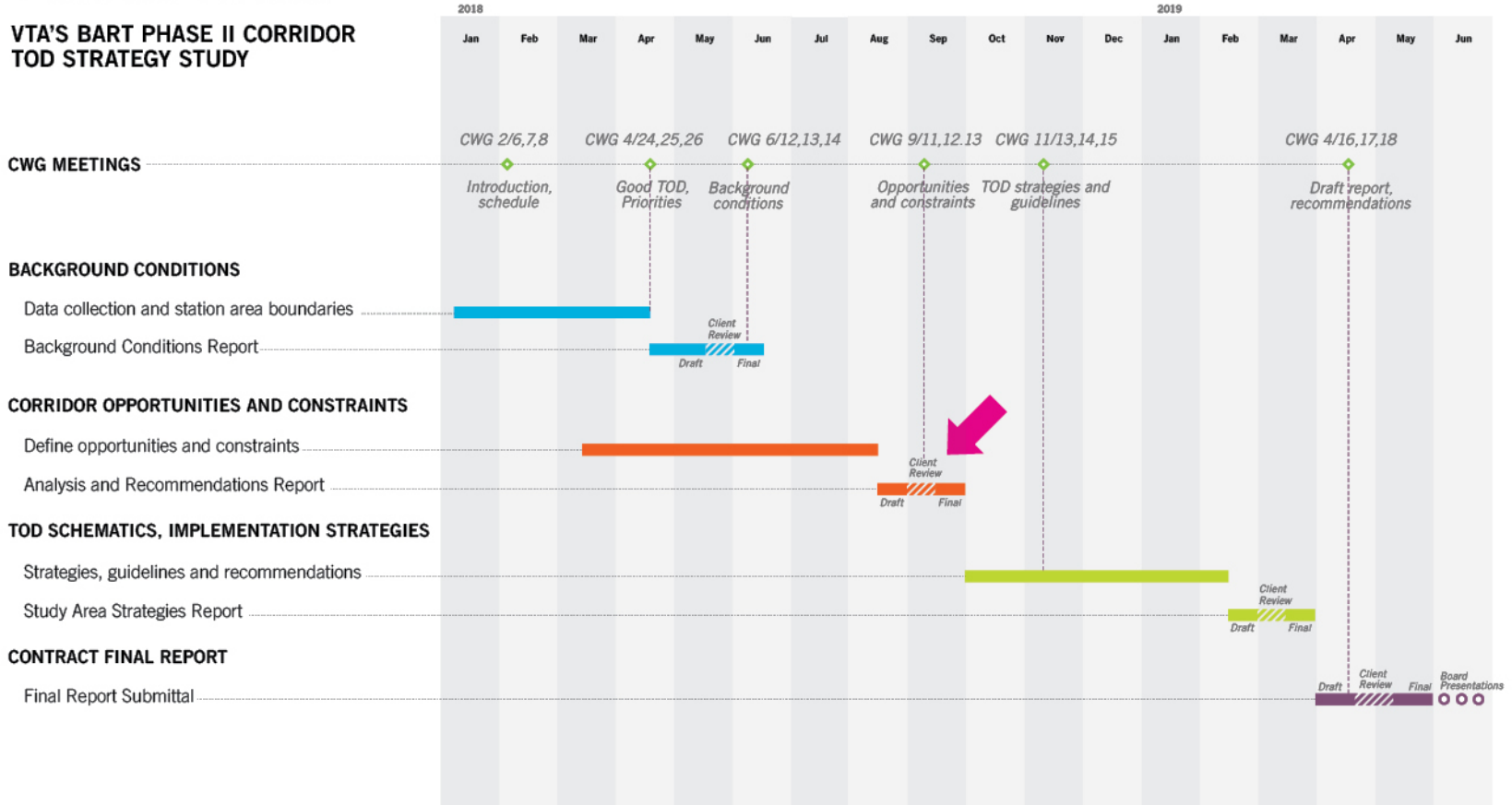
PERKINS+WILL / STRATEGIC ECONOMICS / NELSON\NYGAARD /
CHS CONSULTING / BKF ENGINEERING / WILLIAM KANEMOTO

SEPTEMBER 11-12-13, 2018 - CWG MEETING #3

SCHEDULE

Progress Review

VTA'S BART PHASE II CORRIDOR TOD STRATEGY STUDY



WHAT WE LEARNED

CWG #1 Workshop Summary

- **HIGH DENSITY TO THE NORTH-EAST SIDE OF THE STATIONS**
- **HIGHER RESIDENTIAL DENSITIES**

- **ACHIEVING VIBRANCY**
- **WORKFORCE HOUSING & AFFORDABLE HOUSING**

- **LOCATE HEALTHCARE IN THE BASE OF ONE TOWER**
- **ANCHOR AND ENTERTAINMENT USES SHOULD BE LOCATED DOWNTOWN WITH STRONG CONNECTIONS TO THE STATION (DO NOT TRY TO COMPETE WITH DOWNTOWN)**

TONIGHT'S WORKSHOP

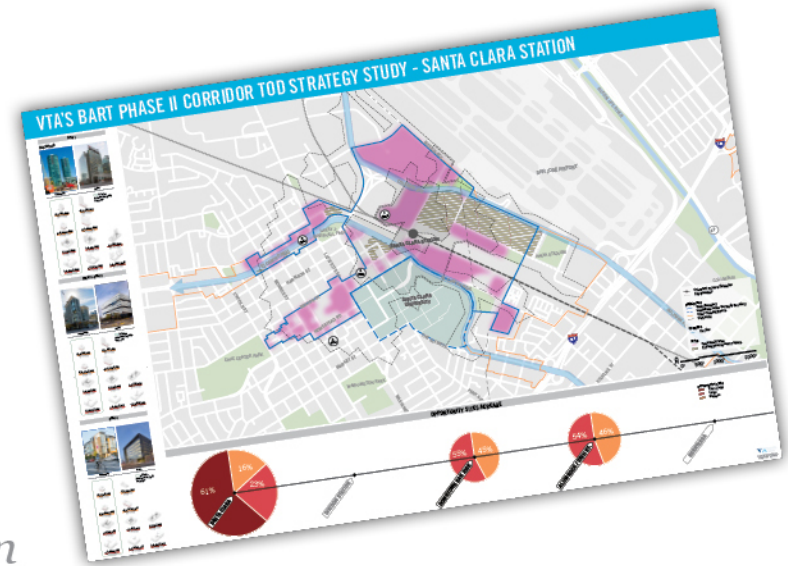
In light of the Opportunities and Constraints Analysis

1. Revisit top priorities

Focusing on the residential and commercial program, revisit the top priorities for your station area.

2. Discuss how to address the top priorities

Discuss the location and type of residential and commercial development that you would like to see in each zone of your station area. Use the map to mark your ideas and suggestions.



MARKET DEMAND PROJECTIONS

CORRIDOR DEMAND PROJECTIONS

- Projections not adjusted for capacity
- Another major tech campus or other catalytic event could further shift the corridor's trajectory
- Demand could shift within the corridor based on factors such as:
 - . Land use policy
 - . Capacity
 - . Infrastructure improvements
 - . Market changes
 - . Specific user needs

Projected Market Demand, 2015-2040*

	Low	High
Office (Sq. Ft.)	4,449,000	7,502,000
Residential (Units)	41,575	52,905
Hotel (Rooms)	2,060	2,970
Retail (Sq. Ft.)	348,940	543,240

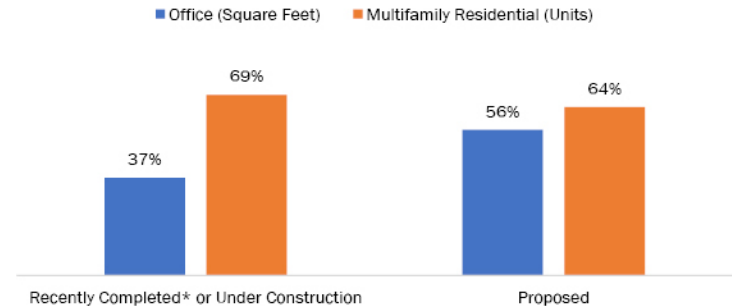
*Net of development completed since 2015 or under construction.
Source: Strategic Economics, 2018.

*OPPORTUNITIES
AND
CONSTRAINTS*

REGIONAL ECONOMIC TRENDS SUPPORT TOD

- Silicon Valley is experiencing a major economic expansion
- Transit-served locations are attracting an increased share of new development
- BART has the potential to make the station areas more attractive for new development

Share of Office and Multifamily Residential Development Located within a Half Mile of a Transit Station: Santa Clara County



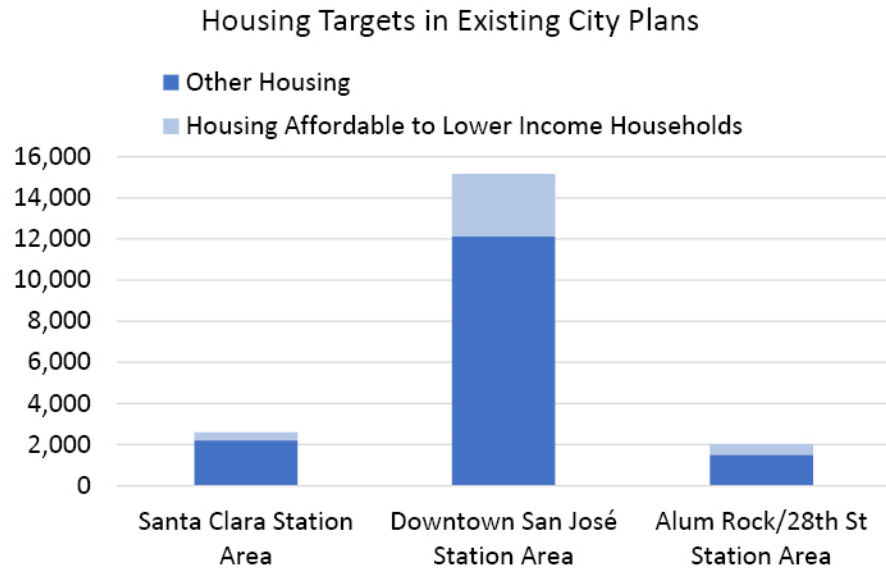
*Since 2011.
Includes office development within a half mile of VTA's BART stations, VTA Light Rail, and Caltrain stations.
Sources: CoStar, 2018; Strategic Economics, 2018.

OFFICE DEVELOPMENT IS INCREASINGLY TRANSIT-ORIENTED



UNLOCKING THE POTENTIAL FOR TOD

- Cities are already planning for significant growth and investment
- TOD study will identify additional opportunities to:
 - . Adjust land use policy to be more supportive of TOD
 - . Invest in infrastructure to improve access and capacity
 - . Adopt proactive policies to prevent displacement and produce new affordable housing



Overall housing targets based on the cities' respective General Plans and City of San José's Urban Villages Plans.

Affordable housing targets: For Santa Clara, the overall target is based on the City of Santa Clara's Inclusionary Housing Ordinance (15% affordable units); for Downtown San José, the target is based on the Downtown Strategy 2000 EIR (20% affordable units); for Alum Rock/28th St Station, it is based on the citywide target for Urban Villages (25% affordable units).

Sources: City of Santa Clara, 2018; City of San José, 2018; Strategic Economics, 2018.

STUDY AREA BOUNDARIES

●— VTA/BART Phase II Extension

--- City Boundary

BOUNDARIES

— Study Boundary

— Institutions within the Study Boundary

— Other Planning Efforts

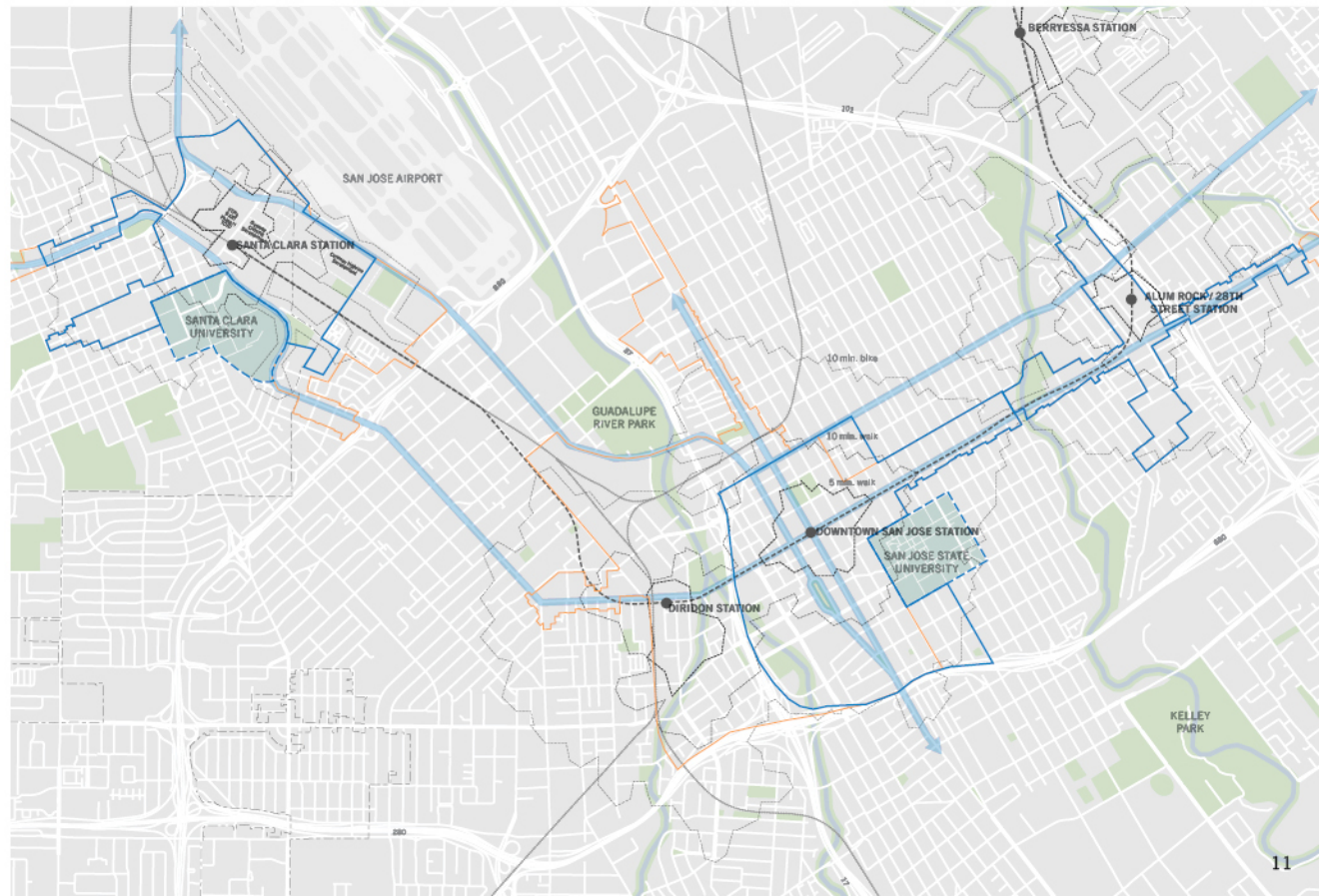
--- Walksheds

CORRIDOR

→ Corridor

STUDY AREA BOUNDARIES ARE DETERMINED BY:

- 1-MILE WALKING DISTANCE FROM THE STATION
- PREVIOUS PLANNING EFFORTS BOUNDARIES



OPPORTUNITY SITES

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CORRIDOR

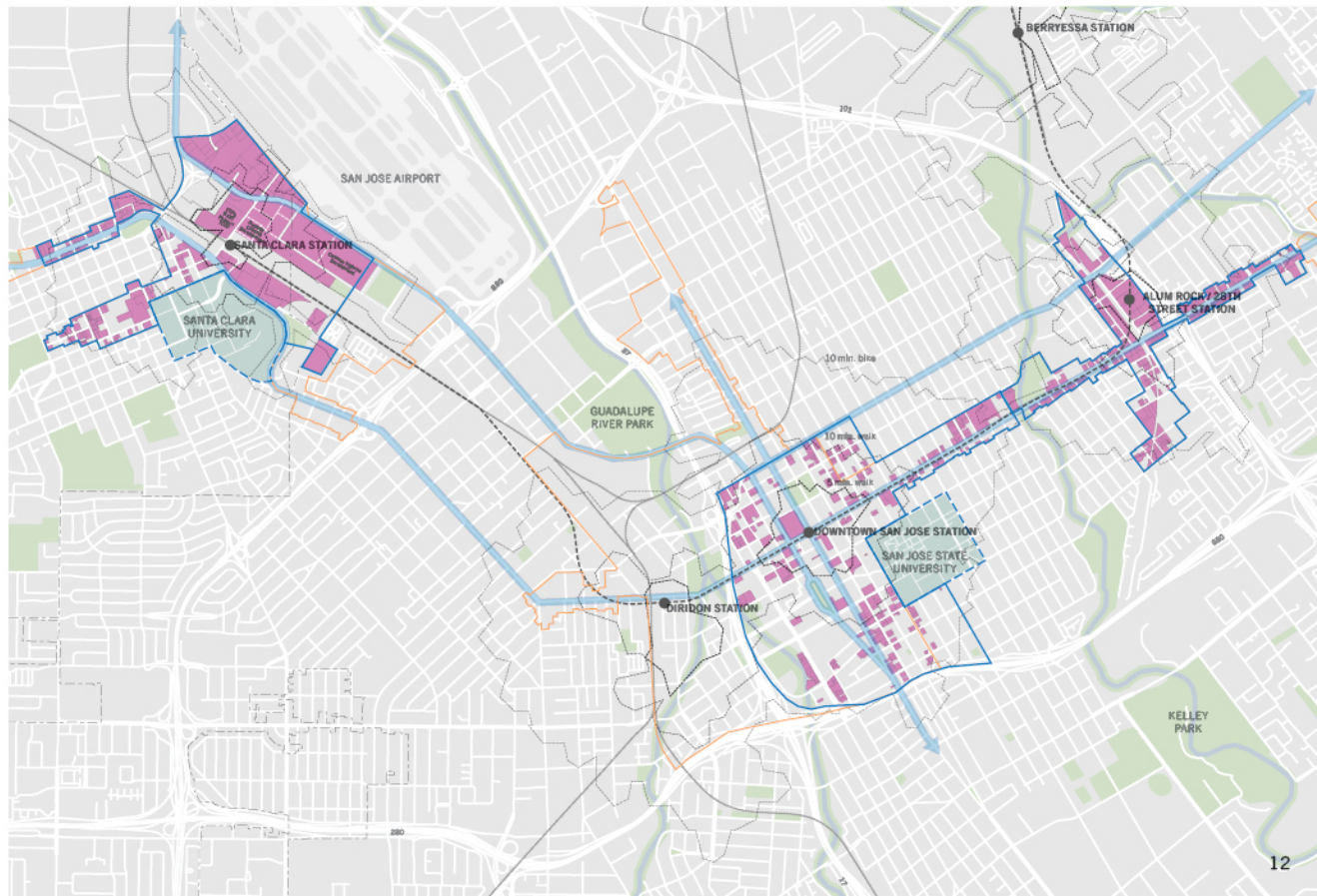
→ Corridor

OPPORTUNITY SITES

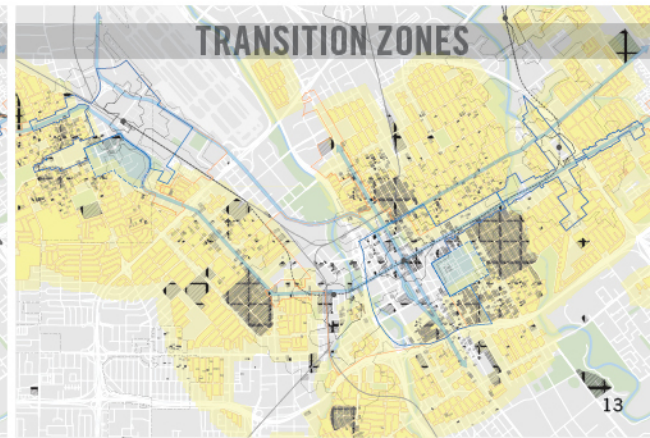
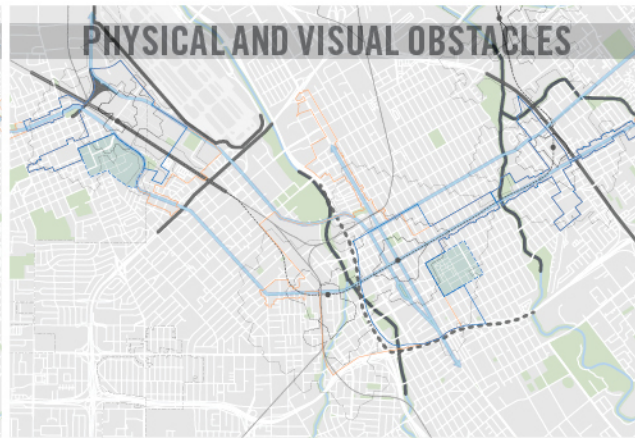
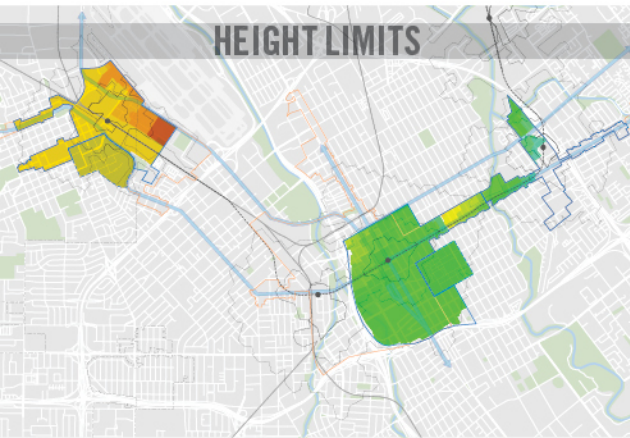
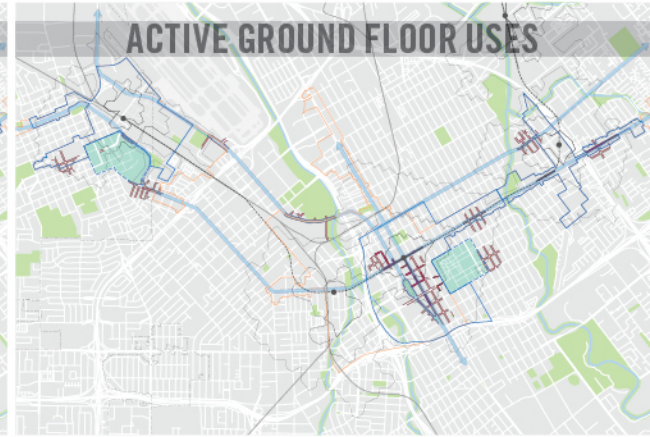
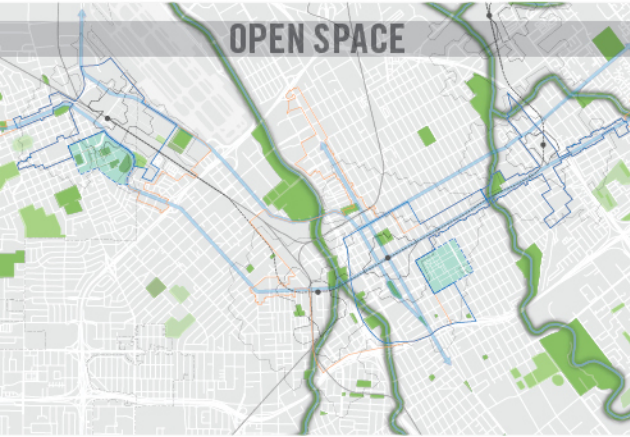
■ Opportunity Sites

OPPORTUNITY SITES ARE:

- VACANT PARCELS
- SURFACE PARKING LOTS
- PARCELS CURRENTLY ZONED AS COMMERCIAL AND MIXED-USE WITH EXISTING STRUCTURES OF 30 FEET HEIGHT OR LESS
- PARCELS CURRENTLY ZONED AS INDUSTRIAL



OPPORTUNITIES AND CONSTRAINTS



*COMPARATIVE
ANALYSIS OF
SUCCESSFUL TOD*

JOBS AND HOUSING BALANCE



**WELL BALANCED JOBS/
HOUSING RATIO THAT
SUPPORTS VIBRANT,
DIVERSE AND SUCCESSFUL
COMMUNITIES**

Note: Balance varies according to local conditions

MARINE GATEWAY

MARINE GATEWAY, VANCOUVER

VIBRANT COMMUNITIES

Residential Population Density



ADAMS MORGAN, D.C.

28,000 ppl/sqmi



LINCOLN PARK, CHICAGO

20,000 ppl/sqmi



DOWNTOWN BERKELEY

20,000 ppl/sqmi



BROOKLINE VILLAGE, BROOKLINE

22,000 ppl/sqmi



UNION SQUARE, SOMMERVILLE

21,000 ppl/sqmi



KENDALL SQUARE, CAMBRIDGE

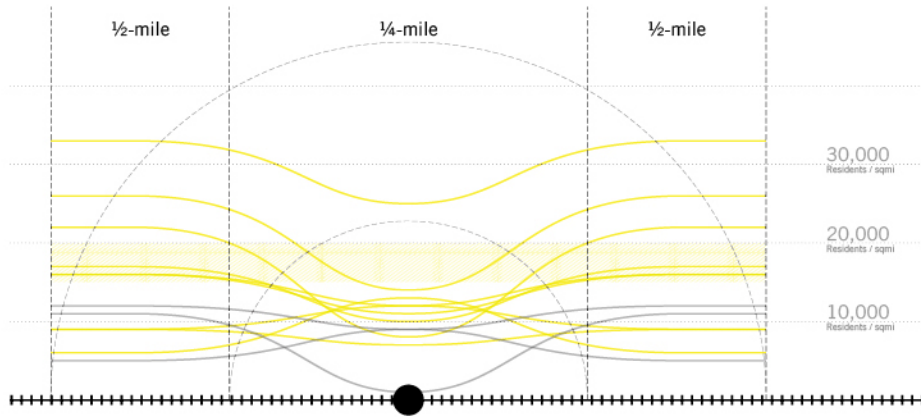
14,000 ppl/sqmi



**15,000 TO 20,000
RESIDENTS/SQ.MI.
SUPPORTS A VIBRANT
NEIGHBORHOOD.**

RESIDENTIAL POPULATION DENSITY

Comparative Analysis

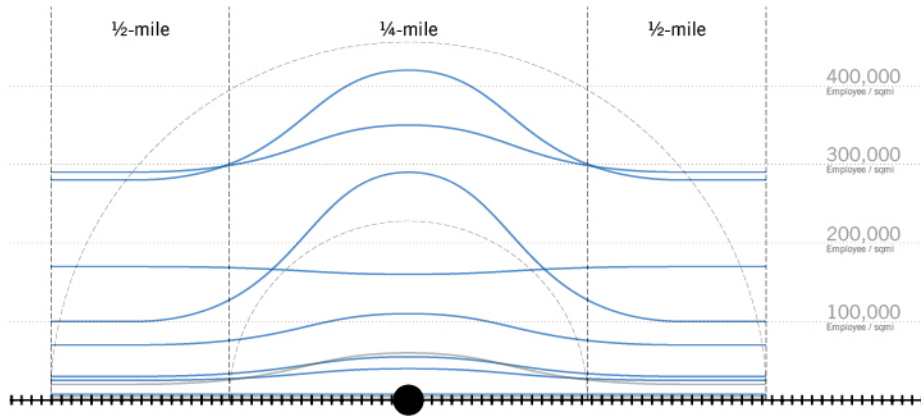


Station	1/4 mile	1/2 mile
Santa Clara Station	1,000	11,000
Downtown San José Station	9,000	5,000
Alum Rock/28th Street Station	9,000	12,000
Oakland Fruitvale BART Station	12,000	9,000
Oakland 19th Street BART	11,000	16,000
Downtown Berkeley BART	10,000	17,000
Embarcadero BART	12,000	16,000
Montgomery BART	8,000	22,000
Powell BART	25,000	33,000
Seattle Westlake Station	14,000	26,000
Denver Union Station	13,000	6,000
Vancouver Marine Drive Station	7,000	9,000

TABLE 1.1.1 2015 US Census American Community Survey 5-year Estimates: B01003 Total Population, B25001 Housing Units <http://factfinder2.census.gov> and 2016 Canada Census of population <http://www.statcan.gc.ca>

EMPLOYMENT POPULATION DENSITY

Comparative Analysis



Station	1/4 mile	1/2 mile
Santa Clara Station	4,000	4,000
Downtown San José Station	62,000	20,000
Alum Rock/28th Street Station	3,000	2,000
Oakland Fruitvale BART Station	5,000	5,000
Oakland 19th Street BART	110,000	68,000
Downtown Berkeley BART	41,000	24,000
Embarcadero BART	345,000	293,000
Montgomery BART	418,000	283,000
Powell BART	157,000	172,000
Seattle Westlake Station	286,000	97,000
Denver Union Station	56,000	30,000
Vancouver Marine Drive Station	NA	NA

TABLE 1.1.2 2015 US Census American Community Survey 5-year Estimates: B01003 Total Population, B25001 Housing Units <http://factfinder2.census.gov> and 2016 Canada Census of population <http://www.statcan.gc.ca>

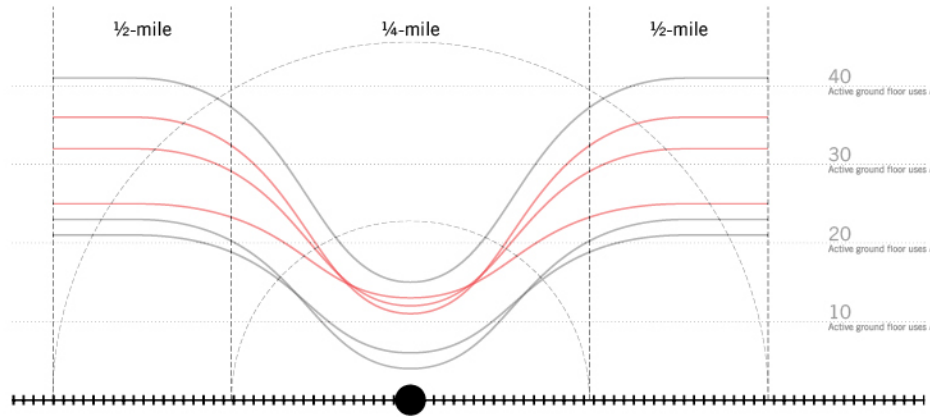
ACTIVE GROUND FLOOR



**ACTIVE GROUND FLOORS
ADD INTEREST, VARIETY,
AND A SENSE OF PLACE
WITHIN THE PUBLIC
REALM**

ACTIVE GROUND FLOOR USES DENSITY

Comparative Analysis



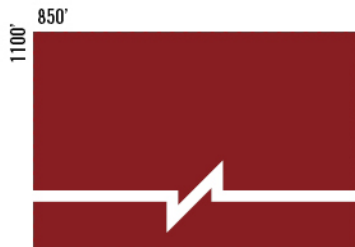
Station	1/4 mile	1/2 mile
Santa Clara Station	6	21
Downtown San José Station	15	41
Alum Rock/28th Street Station	4	23
Oakland Fruitvale BART Station	12	32
Seattle Westlake Station	13	25
Denver Union Station	11	36

TABLE 1.1.4 2015 US Census American Community Survey 5-year Estimates: B01003 Total Population, B25001 Housing Units <http://factfinder2.census.gov> and 2016 Canada Census of population <http://www.statcan.gc.ca>

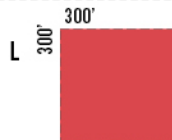
*OPPORTUNITY
SITES ANALYSIS
METHODOLOGY*

TYPICAL OPPORTUNITY SITES

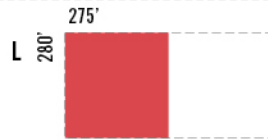
EXTRA LARGE



LARGE



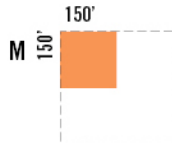
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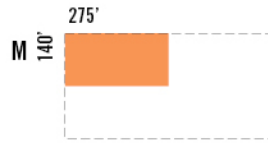
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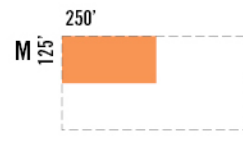
MEDIUM



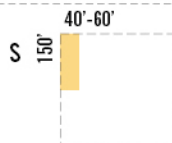
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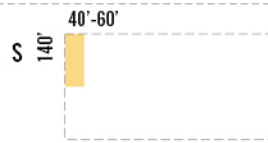
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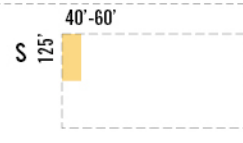
SMALL



S



S



SANTA CLARA

DOWNTOWN SAN JOSE

ALUM ROCK / 28TH STREET

OPPORTUNITY SITES

●— VTA/BART Phase II Extension

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BOUNDARIES

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— Other Planning Efforts

--- Walksheds

CORRIDOR

→ Corridor

OPEN SPACE

— Parks

— Water

INSTITUTIONS

— Universities

OPPORTUNITY SITES

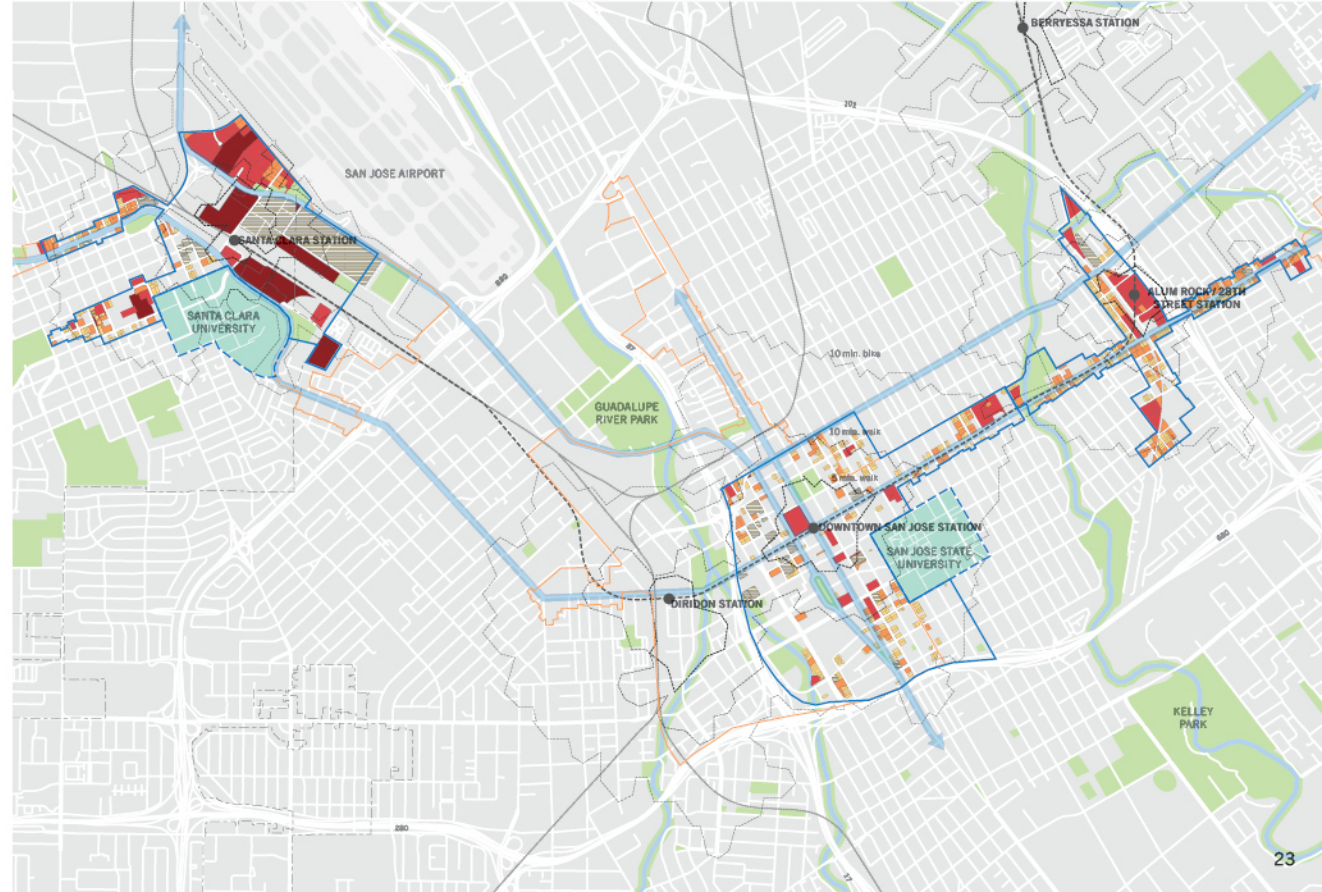
— Extra Large

— Large

— Medium

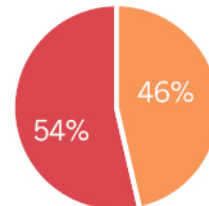
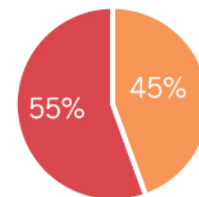
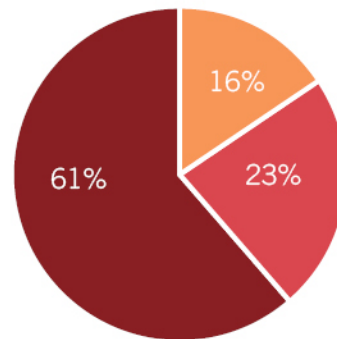
— Small

— Existing Development Projects

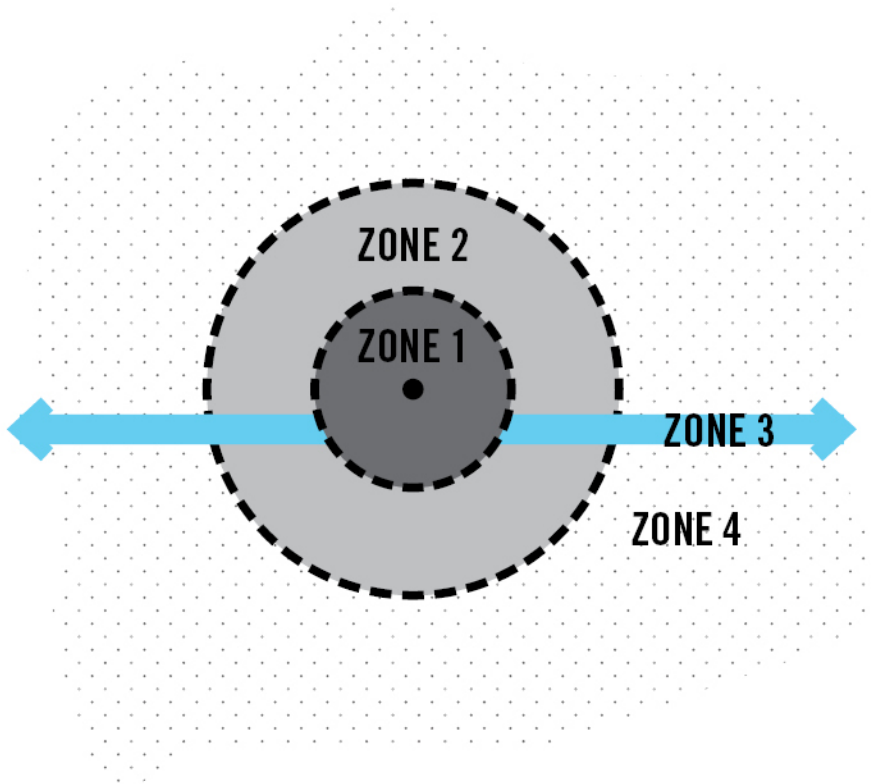


OPPORTUNITY SITES

STUDY AREA	PARCEL TYPE	PARCEL COUNT	TOTAL PARCEL AREA
SANTA CLARA STATION	M	55	29.9 acres
	L	29	44.1 acres
	XL	16	116.9 acres
		100	190.9 acres
DOWNTOWN SAN JOSÉ STATION	M	60	25.3 acres
	L	20	31.5 acres
		82	56.8 acres
ALUM ROCK/ 28TH STREET STATION	M	67	28.7 acres
	L	17	33.1 acres
		89	61.8 acres



DENSITY ZONES



ZONE 1:

- 1/4 mile walkshed from station
- High Density

ZONE 2:

- 1/2 mile walkshed from station
- Medium Density

ZONE 3:

- Corridor
- Medium Density, Retail Oriented

ZONE 4:

- Outer Areas
- Low Density, (may lower near single family residential areas)

BUILDING PROTOTYPES - RESIDENTIAL

ZONE 1



ZONE 2



ZONE 3



ZONE 4

BUILDING PROTOTYPES - COMMERCIAL

ZONE 1



ZONE 2



ZONE 3



ZONE 4

STATION AREAS

SANTA CLARA STATION AREA

● VTA/BART Phase II Extension

--- City Boundary

BOUNDARIES

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- - - Institutions within the Study Boundary

— Other Planning Efforts

- - - Walksheds

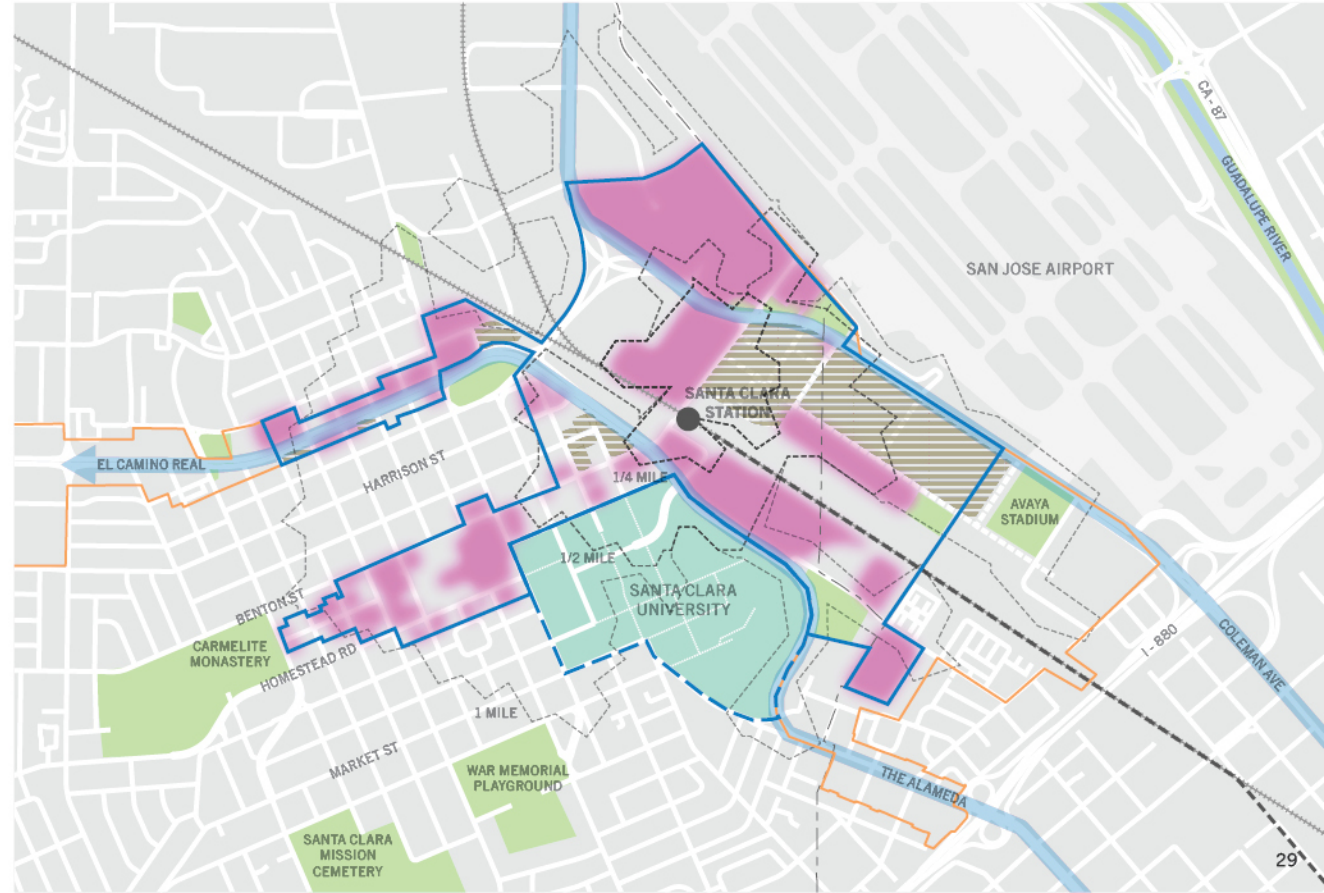
CORRIDOR

→ Corridor

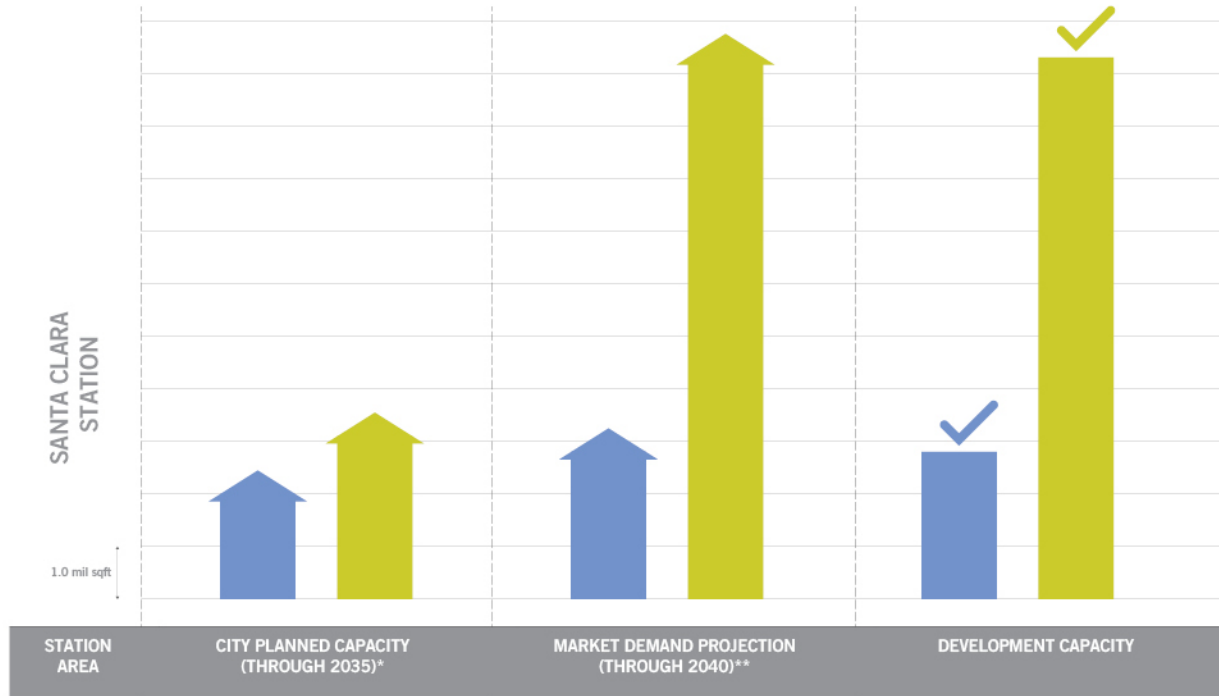
SITES

Opportunity Sites

Existing Development Projects



DEVELOPMENT PROJECTION COMPARISON



*Includes Santa Clara General Plan capacity for Santa Clara Station Focus Area and Downtown Focus Area, plus ¼ of planned residential capacity for El Camino Real Focus Area (approximate share of focus area that falls within TOD station area). Note this does not include portion of the station in San José (where Coleman Highline is located).

**Does not include development that is currently under construction or recently completed.

*** Dwelling units calculated at 1,200 sf/unit.

Commercial
Residential

