

## **VTA's BART Phase II Transit-Oriented Development (TOD) Strategies and Access Planning Study Workshops - Workshop Summary April 24-26, 2018**

### **TOD Corridor Strategy and Access Planning Study**

With the BART Phase II TOD Corridor Strategies and Access Planning Study (the Study), VTA seeks to build upon existing transportation and land use plans and policies, and provide advanced analysis and recommendations to inform future TOD policy adoption and implementation, including land use, development, and transportation mobility.

The Study is comprised of three major tasks: Background Conditions, Corridor Opportunities and Constraints, and Implementation Strategies and Tools. The resulting information and proposed strategies will be compiled into a Final Report, available in the spring of 2019.

Working with the cities of San Jose and Santa Clara, as well as BART, the approximately 15-month study that began in February 2018, is focusing on feasible and implementable land use strategies and financing tools to maximize transit ridership and TOD at the three future BART Stations (Alum Rock/28th Street Station, Downtown San Jose Station, and Santa Clara Station) and the corridor between them. The Study will also provide specific recommendations to enhance access to the stations and TODs in and around the station corridor.

### **Workshop Introduction**

On Tuesday, Wednesday and Thursday, April 24th, 25th and 26th 2018, VTA hosted workshops following the ongoing established Community Working Groups (CWGs) to discuss various elements of transit-oriented development (TOD) and gather input from workshop participants. The workshops focused on the three station areas included in the VTA BART Phase II Corridor TOD/Access Study: San Jose Alum Rock/28th Street, San Jose Downtown, and Santa Clara. The workshop sessions were led by members of the consultant team; Perkins+Will (architects and urban designers), Strategic Economics (economics and market analysis), with VTA staff assisting the consultant team. Apex Strategies facilitated the three workshops.

### **Workshop Purpose**

The purpose of the workshops was to provide a forum for participants to understand and discuss 'What makes good TOD' for their particular Station Area. Participants were also asked to review and provide input on the proposed Station Area boundaries and preferred land-uses, and any related station access issues. The materials presented and tabled were developed by

the consultant team, VTA, and both Cities, based on stated goals and objectives, as well as best practices in planning and urban design for successful TODs.

### Workshop Format

The three TOD/Access Study workshops immediately followed VTA's formal BART Phase II CWG meetings which concluded at 5.30pm. The workshops lasted approximately one-hour each, commencing with a 15-20 minute educational slide presentation on 'What is good TOD?' Following the presentation, small groups were formed for 30-minute break-out exercises, which ended with brief report outs to the larger group.

The break-out sessions were facilitated using large context maps that depicted the proposed station areas and boundaries identified for the Study. These maps were accompanied by a selection of 'priority cards' which illustrated possible land uses and TOD elements for group discussion. Each group nominated a scribe to record notes during the break-out session and participants were encouraged to post their preferred land use and TOD-related priorities on the maps. The 'What is good TOD?' presentation is posted on the VTA website: [What is Good TOD.](#)

Summary notes from each of the three workshops are included below, in the order the workshops occurred. Photographs of the marked-up context maps, with 'priority cards' selected by the workshop participants. The complete deck of TOD 'priority cards' used for the workshops can be found here: [TOD/Access Study Homepage](#)

### Workshop Attendance and Participation

#### April 24<sup>th</sup>- Downtown San Jose Station

- Approximately 16 people participated in the workshop.
- Workshop participants included Downtown CWG members, community members, and technical staff from the City of San Jose.

#### April 25<sup>th</sup>- Alum Rock/28<sup>th</sup> Street Station

- Approximately 14 people participated in the workshop.
- Workshop participants included Alum Rock/28<sup>th</sup> Street CWG members, community members, and technical staff from the City of San Jose.

#### April 26<sup>th</sup>- Santa Clara Station

- Approximately 6 people participated in the workshop.
- Workshop participants included Santa Clara CWG members and technical staff from the City of Santa Clara.

## Summary of Breakout Topics and Discussions

Questions posed by the consultant team during the breakout sessions included:

- Question 1 - Using the various 'priority' cards (listed below), define the top priorities for your station area: Select and prioritize the top priority/priorities for your station area by pasting the relevant 'priority' cards onto the base map.
- Question 2 - Discuss how to address the priority/priorities: Discuss how to best address the selected priority/priorities by choosing specific strategies or proposing new strategies on post-it's and placing them onto the base map. Use markers on the map to mark any other ideas and suggestions.

Categories for 'PRIORITY' CARDS	
<p><b>Group 1: Housing Typologies and Employment Opportunities</b></p> <ul style="list-style-type: none"> <li>• Townhouses</li> <li>• Multifamily units</li> <li>• Towers</li> <li>• Affordable housing</li> <li>• Jobs</li> <li>• Strong small businesses</li> <li>• Prevent displacement of existing residents</li> </ul>	<p><b>Group 2: Vibrancy &amp; Walkability</b></p> <ul style="list-style-type: none"> <li>• Walkable blocks</li> <li>• Active ground floor</li> <li>• Engaging public spaces</li> <li>• Balanced mix of uses</li> <li>• Anchor destinations</li> </ul>
<p><b>Group 3: Mobility &amp; Safety</b></p> <ul style="list-style-type: none"> <li>• Sense of arrival and wayfinding</li> <li>• Eyes on the street</li> <li>• Transportation options</li> <li>• Complete streets</li> <li>• Curb management</li> <li>• Right-sizing parking</li> </ul>	<p><b>Group 4: Culture &amp; Well-Being</b></p> <ul style="list-style-type: none"> <li>• Cultural gatherings</li> <li>• Art and identity</li> <li>• Healthy lifestyle</li> <li>• Active lifestyle</li> <li>• Sustainable design</li> <li>• Stormwater management</li> </ul>

<b>Workshop Summary - Downtown Station – April 24, 2018</b>	
<b>Topics Raised/Discussed –GROUP 1</b>	<b>Topics Raised/Discussed-GROUP 2</b>
<p>GENERAL OBSERVATIONS OF GROUP DISCUSSION</p> <p>The group had a wide-ranging conversation about priorities for the Downtown station that touched on virtually all of the broad topic areas raised during the 'What is Good TOD?' presentation. Focus areas of discussion included:</p> <ul style="list-style-type: none"> <li>• The importance of connectivity and open space improvements, with a focus on bikes and pedestrians, including older residents who may face mobility challenges</li> <li>• Addressing climate change as an integral part of planning for future transit and TOD</li> <li>• The need to encourage higher density development while also preventing displacement</li> <li>• The role of the Downtown as a gathering place for cultural, political and other events</li> <li>• The importance of educational institutions in the Downtown</li> </ul> <p>NOTES TAKEN DURING GROUP DISCUSSION-SORTED BY TOPIC</p> <p><b>Transit and Transportation</b></p> <ul style="list-style-type: none"> <li>• BART to light rail connection</li> <li>• Enhanced pedestrian experience/transit connections</li> </ul> <p><b>Connectivity and Access</b></p> <ul style="list-style-type: none"> <li>• Bike connections</li> <li>• Curb management/scooters and bikes/bike facilities and lockers</li> <li>• Accessibility for all ages (links to housing) and safety</li> <li>• Access; encourage pedestrians, bikes, scooters; discourage cross-traffic, cars</li> </ul>	<p>GENERAL OBSERVATIONS OF GROUP DISCUSSION</p> <p>The group had a focused conversation about specific priorities for the Downtown station that mostly addressed the aspects of Housing and Mobility. Focus areas of discussion included:</p> <ul style="list-style-type: none"> <li>• The importance of improvements in connectivity that would provide better access to downtown from the surrounding residential neighborhood</li> <li>• Providing a safe and engaging pedestrian environment</li> <li>• Providing multiple housing solutions for low- and median-income residents, faculty members and students and to prevent displacement</li> <li>• Providing the right-size parking solutions while taking advantage of the improved transit access</li> <li>• Provide new jobs and support existing businesses</li> </ul> <p>NOTES TAKEN DURING GROUP DISCUSSION-SORTED BY TOPIC</p> <p><b>Transit and Transportation</b></p> <ul style="list-style-type: none"> <li>• All transportation options should be available in close proximity to the station</li> <li>• BART duplicates the 22 and 522 buses but is not meant to replace those buses. BART is more regional</li> </ul> <p><b>Connectivity and Access</b></p> <ul style="list-style-type: none"> <li>• Mobility and safety is important because people who will take BART in the future will be walking around because they didn't drive</li> <li>• Ensure walkable environment with active ground floors that would connect residential areas and job centers</li> </ul>

<p><b>Policy</b></p> <ul style="list-style-type: none"> <li>• Ambassador program</li> <li>• Working with schools</li> <li>• Third Street, Fourth Street, San Fernando; curb management; need for a comprehensive approach</li> </ul> <p><b>Parking</b></p> <ul style="list-style-type: none"> <li>• Parking is not as much of an issue for the downtown station</li> </ul> <p><b>Design</b></p> <ul style="list-style-type: none"> <li>• Wayfinding/signage for transit riders orienting them to downtown</li> <li>• Climate change/public realm/sustainable, trees, good design</li> </ul> <p><b>Activities/Amenities</b></p> <ul style="list-style-type: none"> <li>• Plaza near transit where people can meet</li> <li>• Connect to Guadalupe trail/provision for public parades, demonstrations, etc.</li> <li>• Cultural/events in St. James Park</li> </ul> <p><b>Land Uses</b></p> <ul style="list-style-type: none"> <li>• Retail/coffee/restaurants/bars near stations</li> <li>• High density near stations</li> <li>• Housing/higher density, but prevent displacement and address homelessness</li> <li>• Housing; higher density housing, not townhomes; affordability; Accessory Dwelling Units (ADUs)</li> <li>• Active ground floor</li> </ul>	<ul style="list-style-type: none"> <li>• Prioritize active modes such as Walking and Biking</li> <li>• Improve and extend bicycle paths connecting residential neighborhoods and downtown</li> <li>• Walkable blocks and active ground floors makes the most sense on Santa Clara and San Fernando. Public spaces can help to create a network of walkable blocks</li> <li>• Walkability has a positive impact on safety</li> </ul> <p><b>Policy</b></p> <ul style="list-style-type: none"> <li>• Displacement is a concern. Displacement of existing residents should be prevented. Affordable housing should be provided</li> <li>• Support small local business</li> <li>• Signage to help people get from BART to other modalities</li> <li>• There are concerns about safety in proximity to the future BART station. The homeless problem in downtown should be addressed</li> <li>• Eyes on the street – contributes to walkable blocks</li> <li>• Reduce GHG emissions</li> </ul> <p><b>Parking</b></p> <ul style="list-style-type: none"> <li>• Dense parking options as well as shared parking strategies should be considered</li> <li>• Reduce parking as BART becomes operation</li> <li>• Some of the workshop participants asked for more parking to accommodate the people who drive to the station to take BART to somewhere else was raised. After a discussion on this topic the team came to an agreement that parking is not the best land use for Downtown San Jose. Other BART stations should be used as park and ride</li> </ul>
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	<ul style="list-style-type: none"> <li>• If we have BART coming – want to see less parking, less traffic and less greenhouse gas emissions</li> <li>• Shared parking can alleviate the need for more parking</li> </ul> <p><b>Land Uses</b></p> <ul style="list-style-type: none"> <li>• Housing around San Jose State is a challenge. Faculty and student housing should be provided together with business workers housing</li> <li>• Towers do not provide enough for the community – they target mid-range tenants</li> <li>• There are people who would be willing to live in towers but don't because the towers don't exist. Towers shouldn't replace other housing – they add to the options that are in the area</li> <li>• All building typologies should be included in the station area, in a way that would respect the existing neighborhoods. Low rise further from the station, mid to high-rise close to the station</li> <li>• Provide more jobs</li> <li>• More jobs might allow people from outside the station areas to come to downtown SJ</li> </ul>
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<b>Workshop Summary - Alum Rock/28<sup>th</sup> Street Station – April 25, 2018</b>	
<b>Topics Raised/Discussed –GROUP 1</b>	<b>Topics Raised/Discussed-GROUP 2</b>
<p><u>GENERAL OBSERVATIONS OF GROUP DISCUSSION</u></p> <p>The group established three priorities during the general discussion:</p> <p>Priority #1 - jobs/housing balance</p> <ul style="list-style-type: none"> <li>• towers</li> <li>• gateway to downtown</li> </ul> <p>Priority #2 - mobility and safety</p> <ul style="list-style-type: none"> <li>• walkable blocks</li> <li>• bus transfers and routings</li> </ul> <p>Priority #3 - cultural centers</p> <ul style="list-style-type: none"> <li>• Church; protection regional destination</li> <li>• Portuguese centers; asset</li> <li>• protect square and trails</li> </ul> <p style="text-align: center;"><u>NOTES TAKEN DURING GROUP DISCUSSION- SORTED BY TOPIC</u></p> <p><b>Transit and Transportation</b></p> <ul style="list-style-type: none"> <li>• Minimize conflicts between modes</li> </ul> <p><b>Connectivity and Access</b></p> <ul style="list-style-type: none"> <li>• Reconnection across US 101; frontage road is opportunity for station access at 30th Street</li> </ul> <p><b>Parking</b></p> <ul style="list-style-type: none"> <li>• Parking; protecting neighborhoods from overflow; not over-building; smart parking</li> </ul> <p><b>Land Uses</b></p> <ul style="list-style-type: none"> <li>• Maintain existing affordable housing</li> <li>• Prevent displacement</li> <li>• Two projects which are 100% affordable are coming in now</li> <li>• Five Wounds Plan is more jobs focused; now it is more about a balance between</li> </ul>	<p><u>GENERAL OBSERVATIONS OF GROUP DISCUSSION</u></p> <p>The group conversation about priorities for the Alum Rock/28th Street Station referred to multiple topics areas raised during the 'What is Good TOD?' presentation. Focused areas of discussion included:</p> <ul style="list-style-type: none"> <li>• Provide better access to the station from the surrounding context while avoiding conflicts between different modes of transportation</li> <li>• Allow for more growth while preventing displacement of the existing residents and local businesses</li> <li>• Celebrate and support the local culture and community activities</li> <li>• Providing right-size parking solutions while taking advantage of the new BART access</li> </ul> <p style="text-align: center;"><u>NOTES TAKEN DURING GROUP DISCUSSION- SORTED BY TOPIC</u></p> <p><b>Transit and Transportation</b></p> <ul style="list-style-type: none"> <li>• Railroad could connect to Berryessa Station</li> <li>• Avoid conflicts between different modes of transportation. Separate private vehicle access from pedestrian and transit access</li> <li>• Vehicular access to the station and future parking should be provided on North 30th Street</li> </ul> <p><b>Connectivity and Access</b></p> <ul style="list-style-type: none"> <li>• Better connect Little Portugal to the future station area, with particular emphasis on pedestrian and biking access</li> <li>• Leverage the Five Wounds trail and connection to Coyote Creek/Coyote</li> </ul>

<p>jobs and housing and protecting the community</p> <ul style="list-style-type: none"> <li>• Support existing small businesses</li> <li>• Identify some kind of 'anchor' employer at the station = spillover for smaller businesses</li> </ul>	<p>Meadows; can be used as a commuter trail</p> <ul style="list-style-type: none"> <li>• Walkable blocks are part of the jobs/housing balance</li> </ul> <p><b>Policy</b></p> <ul style="list-style-type: none"> <li>• Prevent displacement of the existing residents</li> <li>• Engage with other community members, especially students (middle/high school)</li> <li>• Create connection between schools and jobs</li> </ul> <p><b>Parking</b></p> <ul style="list-style-type: none"> <li>• Provide smart parking solutions that would allow flexibility to adapt parking to future demand.</li> <li>• Provide dense parking solutions</li> </ul> <p><b>Design</b></p> <ul style="list-style-type: none"> <li>• Protect existing view corridors</li> <li>• Celebrate the Five Wounds Portuguese National Church</li> </ul> <p><b>Activities/Amenities</b></p> <ul style="list-style-type: none"> <li>• Provide space for community activities such as festivals and music</li> <li>• The square and trail should be protected and celebrated</li> </ul> <p><b>Land Uses</b></p> <ul style="list-style-type: none"> <li>• Locate jobs near transit</li> <li>• Mixed use allows you to walk to work</li> <li>• Affordable housing is important to support the existing vibrant culture</li> <li>• 30-story towers may not be appropriate today; some density would preserve open space elsewhere; height should be contextual and transitional</li> <li>• Community amenities; complete community; public school/community center</li> <li>• Regional jobs OK, but priority for existing residents</li> </ul>
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	<ul style="list-style-type: none"> <li>• The local community is “YIMBI” and wants to see new development in the area, including high-rise</li> <li>• High-rises should be located in proximity to 101</li> <li>• Station should have a mix of uses integrated into it</li> <li>• ADUs are a good idea but want to make sure everyone is protected</li> <li>• Find a new anchor that would help local businesses thrive</li> <li>• Balance job and housing and protect local jobs</li> </ul>
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**Workshop Summary - Santa Clara Station – April 26, 2018**

**Topics Raised/Discussed- (One Group Only)**

GENERAL OBSERVATIONS OF GROUP DISCUSSION

The group conversation for the Santa Clara Station was primarily focused on housing types, supply and location of parking and integration of the University into the connectivity and accessibility analysis:

- Provide better access to the station from the surrounding context and emphasize the proximity to the Downtown and Santa Clara University
- Provide an engaging pedestrian experience that would support and not compete with the downtown
- Provide better access to the station from the surrounding context while avoiding conflicts between different modes of transportation
- Provide multiple housing solutions for low- and median-income residents, faculty members, students and workforce for local institutions

COMMENTS DURING THE 'WHAT IS GOOD TOD?' PRESENTATION

- How to define vibrancy? (P+W; 20,000 people per square mile is a metric often used)
- What is an ideal jobs/housing balance? (P+W; 1;1.5 is a metric which is often used, but existing conditions must also be taken into account when trying to define the right balance in an existing neighborhood or community)
- How to ensure residents will use transit and not drive.
- The definition of the station area boundary will affect the calculation of existing density (e.g. University Campus included or excluded?) (P+W; to be confirmed as part of the Station area Boundaries task)
- It would be helpful to color-code the different 'sheds' on the maps to help distinguish them (P+W; will do so)

NOTES TAKEN DURING GROUP DISCUSSION - SORTED BY TOPIC

Connectivity and Access

- Explain the logic behind the walking and biking shed analysis; is the university campus inside or outside the study area?; university campus should be included in study area; the on-site campus pedestrian path network should be included in walking and biking shed analysis
- What will be close to the station and how can that be connected to downtown?
- University just built new pedestrian mall/paseo which connects to new and old downtown. Is this the place to concentrate retail; more inviting? Could this corridor be extended? Connect to art and cultural nodes? Could be beautiful walkway to downtown
- Need to overcome El Camino Real as a barrier
- Bike path would be great if we can make the connections; can bikes be carried on shuttles if there was a shuttle service underground below the airport runways to better connect east and west?

Parking

- Keep parking away from the downtown side of the tracks; focus of effective transit and pedestrian priority in this area; locate parking, kiss'n'ride etc. on other side of tracks
- If parking is restricted to the north-east side of the tracks, access is challenging; not many access routes to the station area on that side

Design

- The Hunter Storm development is not consistent with 2010 Station Area Plan; we need more engaging public spaces
- Engaging public spaces on the south-west; keep cars to the north-east

Land Uses

- Retail crosses over multiple potential priorities and is fundamental to achieving vibrancy
- Why is affordable housing shown as a separate priority; wouldn't there be a portion of affordable housing in all other housing types?
- The workforce for local institutions lives remotely; cannot afford to live locally; residential/housing density is needed
- Identify those properties which are good for towers; keep them car free; note airport height restrictions
- The north-east side is critical for achieving density; more opportunity sites on that side
- Anchor and entertainment uses should be located downtown with strong connections to the Station; do not try to compete with downtown
- Locate healthcare in the base of one tower; ready-made clientele with student athletes