

VTA's BART Silicon Valley Phase II Extension Project

Downtown/Diridon Community Working Group

September 10, 2019



Agenda

- Announcements
- Follow-Up Items
- CWG Member Report Back
- Diridon Integrated Station Concept Plan
- Phase II Update
- Downtown Development
- Design Development Framework
- Transit Oriented Communities Strategy Study
- Next Steps

Announcements

2020 CWG Dates

- Tuesday, February 11, 2020
- Tuesday, May 12, 2020
- Tuesday, September 15, 2020
- Tuesday, November 17, 2020

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
- 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

CWG Team Member	Role
Eileen Goodwin	Facilitator
Gretchen Baisa	Primary Outreach Contact
Jill Gibson	Phase II Planning Manager
Kate Christopherson	CWG Coordinator

Upcoming Meetings

- CWG Dates
 - November 12, 2019, 4:00-6:00 PM
- VTA Board of Directors
(<https://www.vta.org/about/board-and-committees>)
 - September 20, 2019, 9:00 AM (Workshop)
 - October 3, 2019, 5:30 PM
 - November 7, 2019, 5:30 PM
- Joint Policy Advisory Board (JPAB)
(<http://santaclaravta.iqm2.com/Citizens/Board/1074-Diridon-Station-Joint-Policy-Advisory-Board>)
 - November 15, 2019, 3:00 PM

Follow-Up Items

Follow-Up Items

- A link to the Diridon Integrated Station Concept Plan survey was included in the June meeting summary.
- 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.

CWGW Member Report Back



September 10, 2019

SAN JOSÉ DIRIDON STATION

Integrated Station Concept Plan

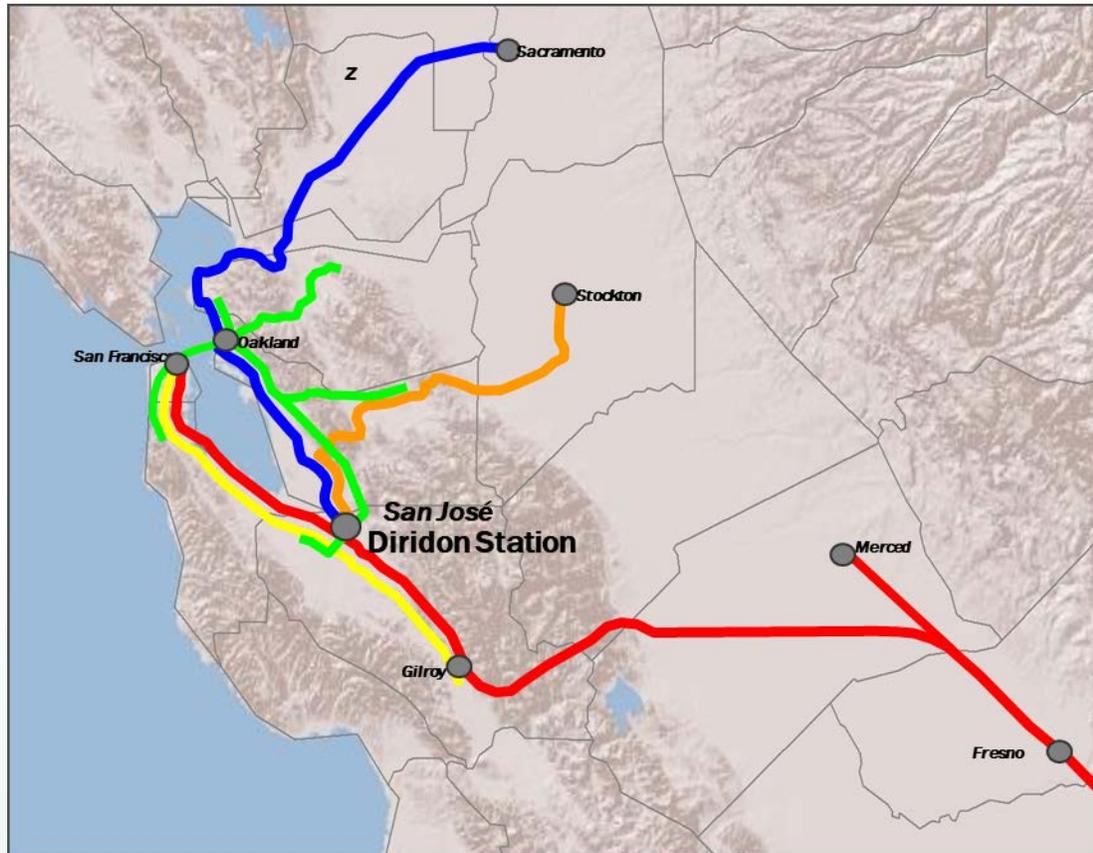
Cooperative Agreement

- Work as a cohesive group
- Shared vision for a fresh, bold look
- Co-create an *integrated* project (i.e., tracks, station, development)
- Partner resources & commitments (funding, grants, etc.)
- “You won’t get everything you want, but you will get more than you expected!”



Expanding Rail Service at Diridon

Planned Major Regional Rail Services San José Diridon



High-Speed Rail



BART



Caltrain



ACE



Capitol Corridor

Philosophy for the Future Station

The vision is to deliver a world-class transportation hub that provides seamless customer experience for movement between transit modes within the station and into the surrounding neighborhoods and Downtown

Key Objectives



A Multi-modal, Integrated, and Human-centered Station



The Station as Catalyst for the Urban Environment



The Station as a Destination



A Compelling Vision for the Future of the Diridon Station



A Futureproof, Flexible, Adaptive, and Innovative Station



Partnership Organization

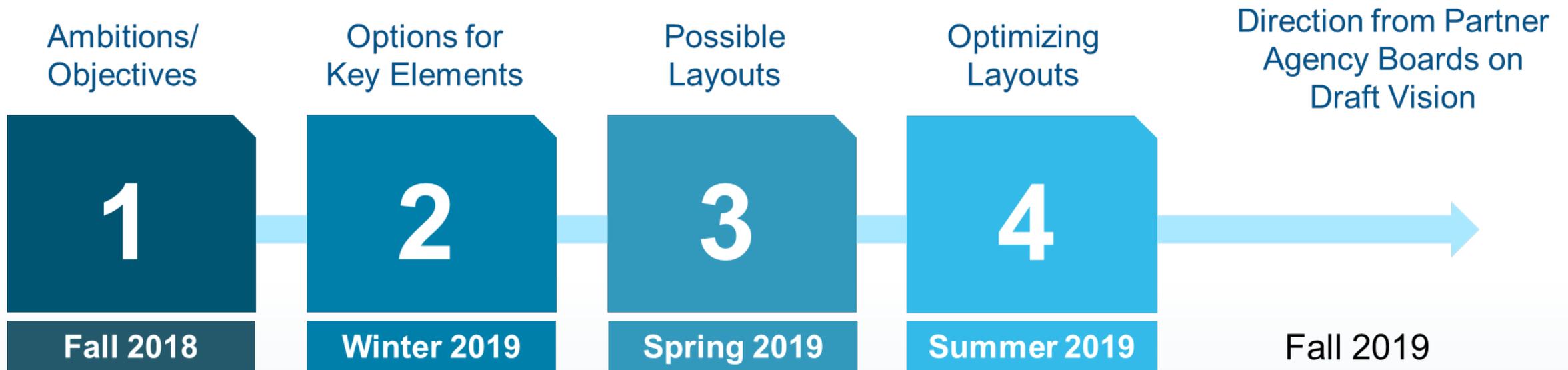


Internal & External Stakeholder



Funding Objectives and Risk Management

Phase I Process & Outreach Rounds



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

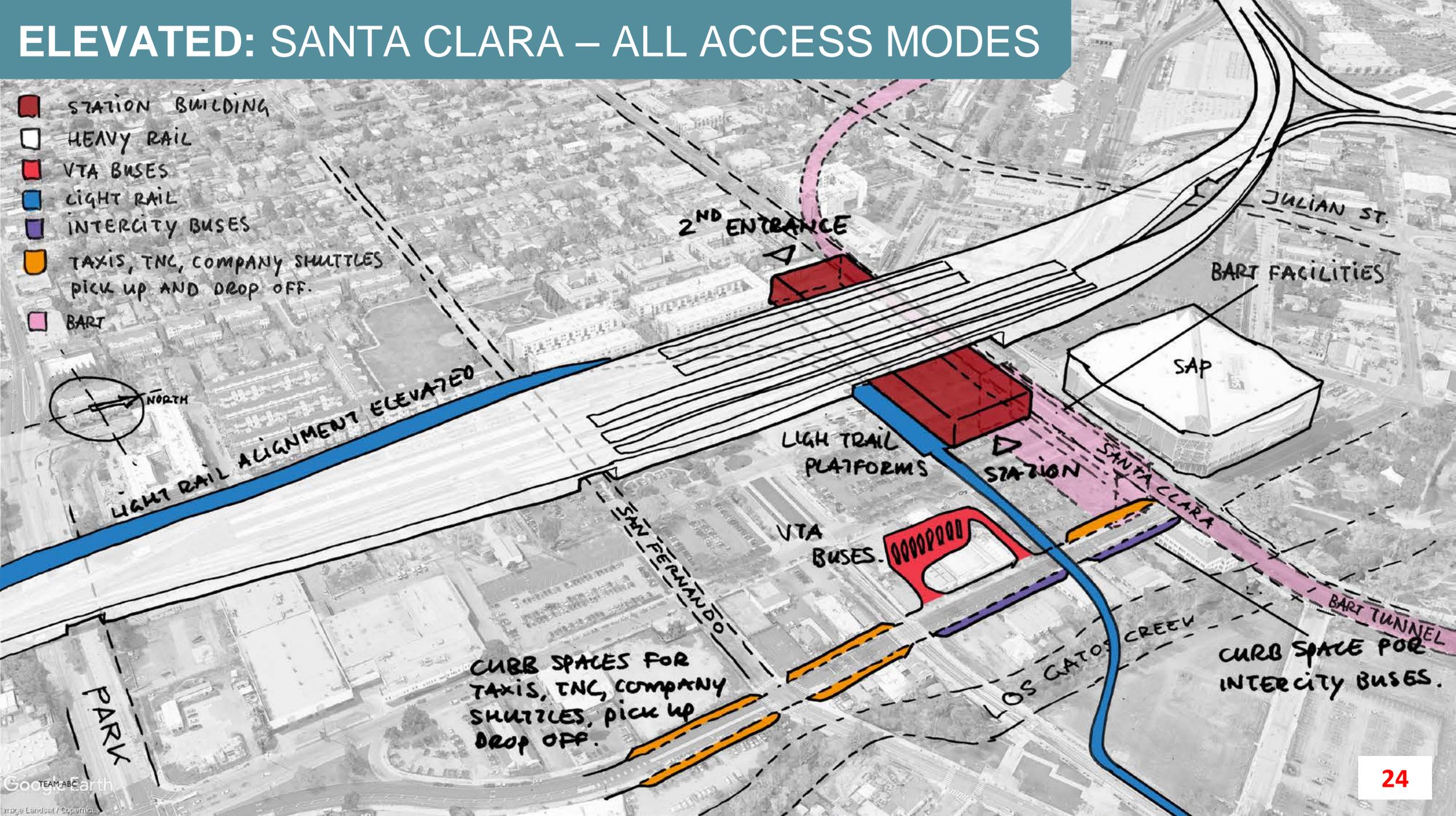
- Pedestrian & bikes
- Light Rail
- VTA bus
- BART
- Intercity buses
- Taxis, TNC, AV, company shuttles, pick up & drop off
- Parking

LAYOUT 1: SAN FERNANDO STREET

LAYOUT 2: SANTA CLARA STREET

ELEVATED: SANTA CLARA – ALL ACCESS MODES

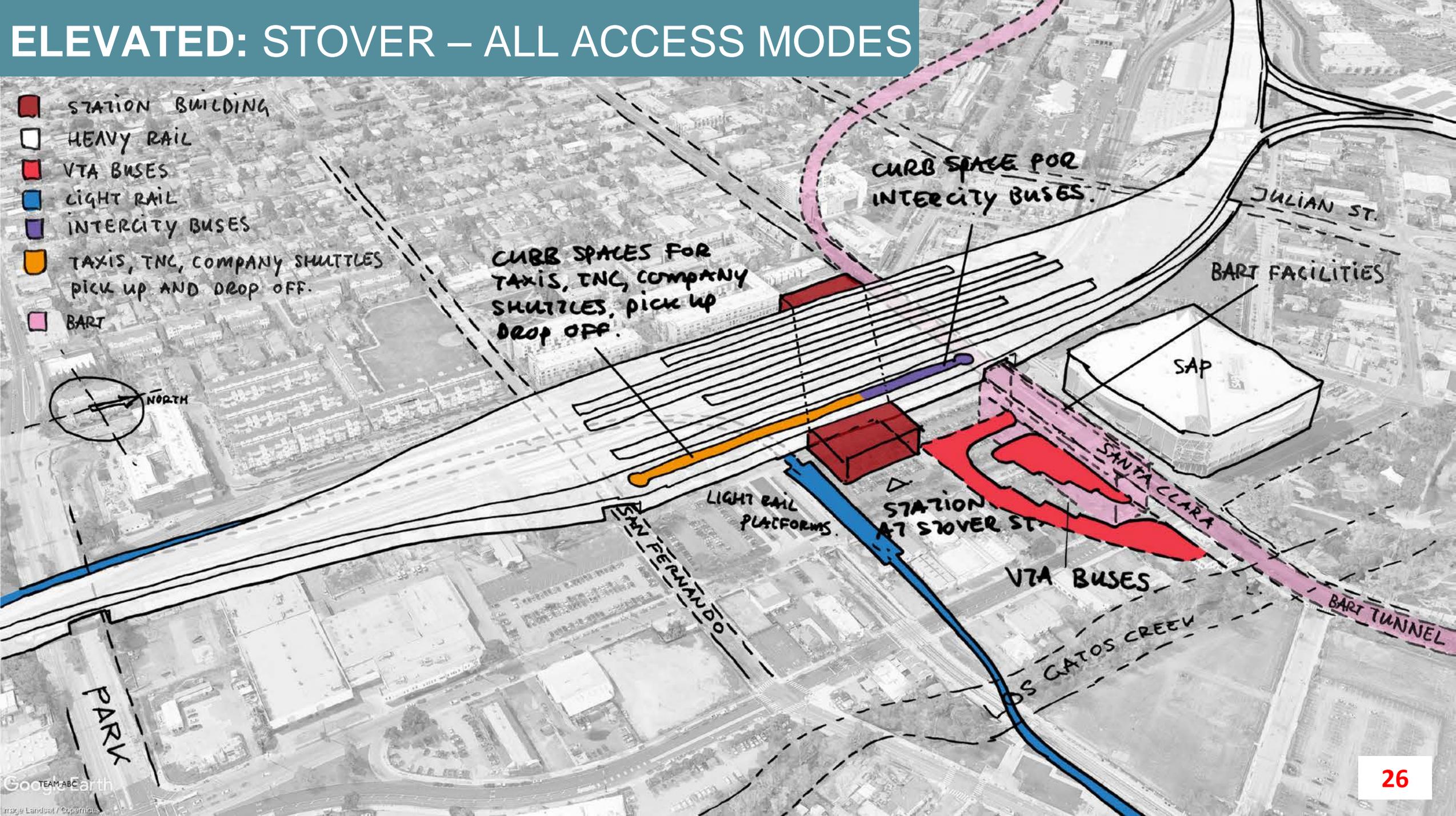
- STATION BUILDING
- HEAVY RAIL
- VTA BUSES
- LIGHT RAIL
- INTERCITY BUSES
- TAXIS, TNC, COMPANY SHUTTLES PICK UP AND DROP OFF.
- BART



CURB SPACES FOR TAXIS, TNC, COMPANY SHUTTLES, PICK UP DROP OFF.

CURB SPACE FOR INTERCITY BUSES.

LAYOUT 3: STOVER STREET



ELEVATED: STOVER – ALL ACCESS MODES

- STATION BUILDING
- HEAVY RAIL
- VTA BUSES
- LIGHT RAIL
- INTERCITY BUSES
- TAXIS, TNC, COMPANY SHUTTLES PICK UP AND DROP OFF.
- BART



CURB SPACES FOR TAXIS, TNC, COMPANY SHUTTLES, PICK UP DROP OFF.

CURB SPACE FOR INTERCITY BUSES.

BART FACILITIES

SAP

STATION AT STOVER ST.

LIGHT RAIL PLATFORMS.

VTA BUSES

LOS GATOS CREEK

BART TUNNEL

JULIAN ST.

SAN FERNANDO

PARK

Comparing Layouts

	Layout 1: San Fernando St.	Layout 2: Santa Clara St.	Layout 3: Stover St.
Vertical Platform Position	At Grade	Elevated	Elevated
North Alignment	Existing corridor	Northern corridor	Northern corridor
South Alignment	Existing corridor	I-280 & existing	Existing corridor
Concourse	In tunnel	At grade	At grade
City Bus	On platforms on Cahill St.	Under building at Autumn St.	Under tracks and building at W Santa Clara St.
Intercity buses		At curbs on Autumn St	On flyover in between San Carlos / Julian
Taxis			
TNC and AV			
Pick up/drop off			

IN PROGRESS: OPTIMIZING LAYOUTS

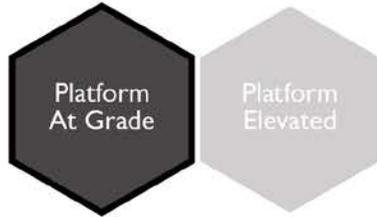
The Optimization Process

- 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

MIXING AND MATCHING

EXAMPLE

Vertical Platform Position



Station Location



North Alignment



South Alignment



VTA Bus



Intercity Bus



Taxis, TNC/AV, Pick up/Drop off



BART



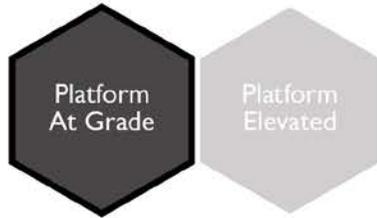
Light Rail



MIXING AND MATCHING

EXAMPLE

Vertical Platform Position



Station Location



North Alignment



South Alignment



VTA Bus



Intercity Bus



Taxis, TNC/AV, Pick up/Drop off



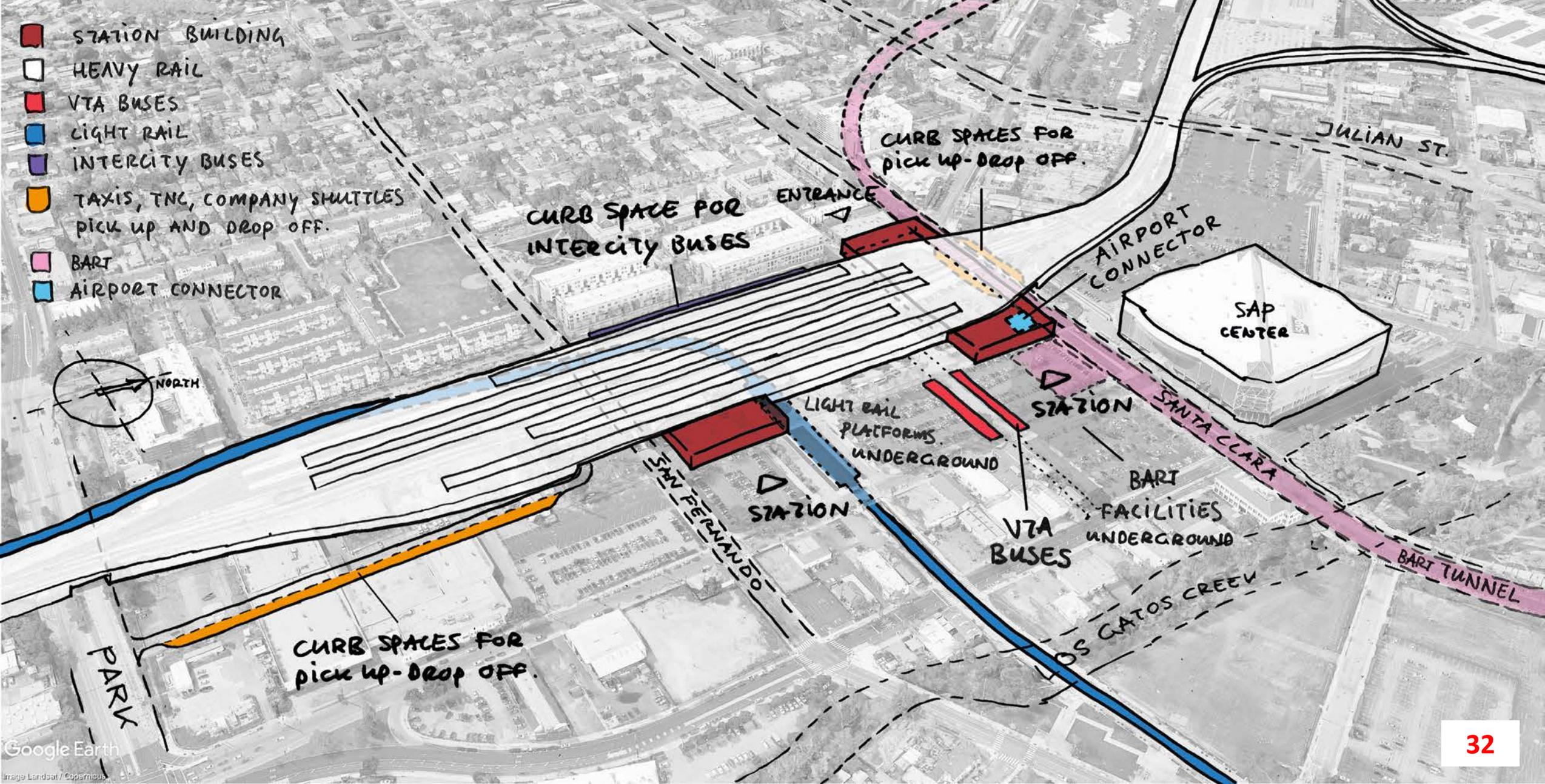
BART



Light Rail



OPTIMIZED: ELEVATED DUAL CONCOURSE



IN PROGRESS: COMMUNITY OUTREACH

Upcoming Outreach Round #4

Viva Calle – September 22

- Raising awareness for community workshop and input opportunities

Big Moves Workshops – September 23

- Exploring big spatial moves in depth, especially the impacts of the rail corridor expansion

Draft Vision Community Open House – Fall 2019

- Sharing the draft vision direction designed during the DISC Concept Plan Phase I

Boards & Council Meetings – Fall 2019

- Sharing the progress made during the DISC Concept Plan Phase I
- Seeking direction on the draft vision

QUESTIONS & COMMENTS

For more information, visit: www.diridonsj.org/disc

Phase II Update

Erica Roecks, VTA

FTA Visit and Announcement



- In June, FTA selected VTA as the first participant in its Expedited Project Delivery (EPD) Pilot Program.
- FTA Acting Administrator K. Jane Williams visited VTA on August 28, 2019. She announced that FTA allocated VTA \$125 million to the Phase II Project, the first project to receive a funding allocation under the EPD Pilot Program.

FTA's Expedited Project Delivery

- The \$125 million allocation is the first allocation of VTA's requested Full-Funding Grant Agreement from FTA
- Possible Fund Uses:
 - Design and engineering
 - Utility relocations
 - Property acquisition
 - Procurement packages
 - Long lead procurement items

Single-Bore: Center Platform Configuration

Elements Summary:

- Approximately 55 ft. diameter tunnel with side-by-side tracks
- 24 ft. center platform with concourse above inside tunnel
- A minimum of one station building with a minimum of two entrances/exits
- Reconsider need for mid-tunnel ventilation facilities
- Potential for station ventilation and traction power facilities to be located in tunnel
- Newhall Yard & Santa Clara Station contained within VTA owned property
- Multi-track stub station at Santa Clara Station

VTA Board Workshop

- Sept. 20, 2019 at 9:00 AM
VTA's River Oaks Auditorium,
3331 N First St, San José
- Open to the public

Workshop will cover:

Project Configuration Details
Station Concepts
Project Funding & EPD
Schedule
Transit Oriented Communities
Design Development Framework
Community Engagement

Historic Buildings and Structures

VTA is implementing measures from the 2018 Final SEIS/SEIR and the Programmatic Agreement for historic buildings and structures.

Historic Preservation

- Hire a historic buildings expert to review designs and advise the project team

Pre-Construction

- Conduct pre-construction building surveys
- Install vibration, sound, and/or settlement monitors (if required)

Construction

- Monitor noise, vibration, and settlement

Post-Construction

- Conduct post-construction surveys

Questions?

MAKE YOUR MARK

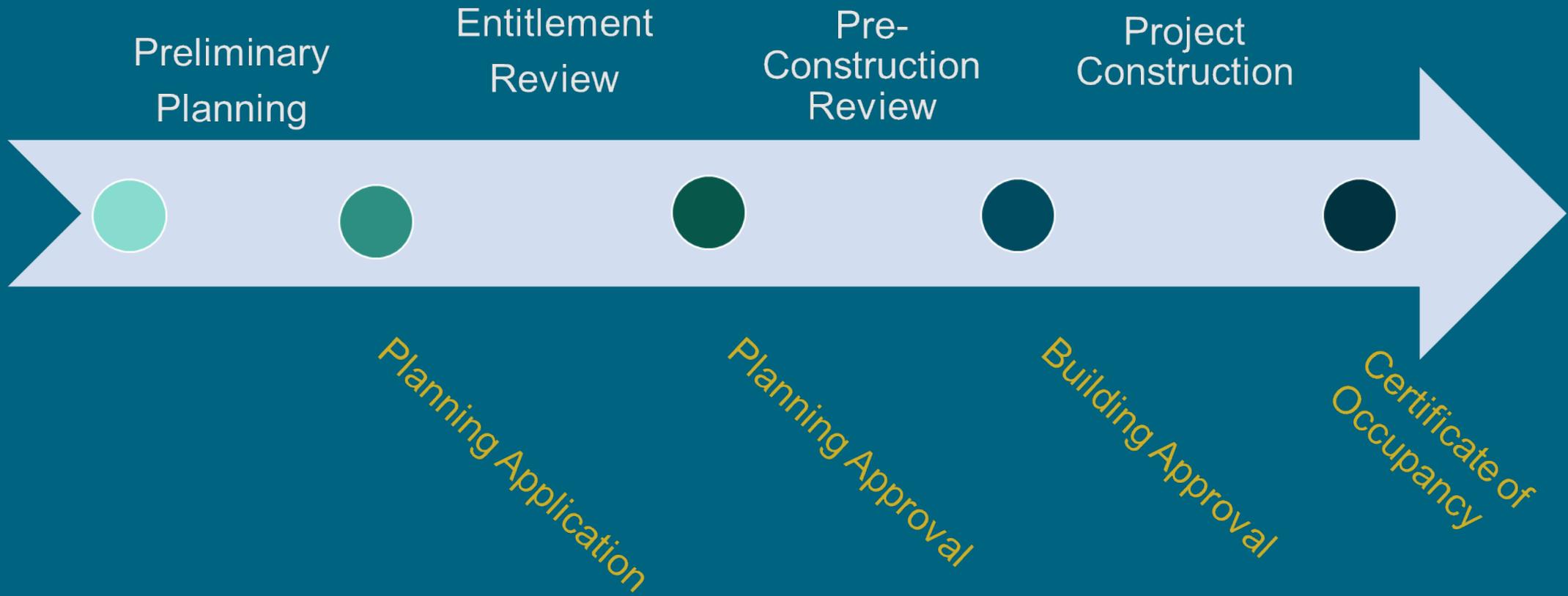
Downtown Development

Downtown/Diridon CWG

September 10, 2019



Current Activity





Development: Entitlement & Construction*

Entitlement Review (“Planning”):
1,502 Units
7.5 million square feet of Office

Entitled:
3,702 Units
1.04 million square feet of Office

Under Construction:
3,202 Units
2.5 million square feet of Office

*As of August 30, 2019



Platform 16



Adobe



180 West





CityView Plaza



Sobrato Block



200 Park



Boston Properties

“Chevron Station”

SAN JOSÉ



Under Development*

3,202 Units Under Construction

Projected 5,442 Residents

2.5 Million square feet of Office Under Construction

Projected 13,397 Employees

130,985 square feet of Retail

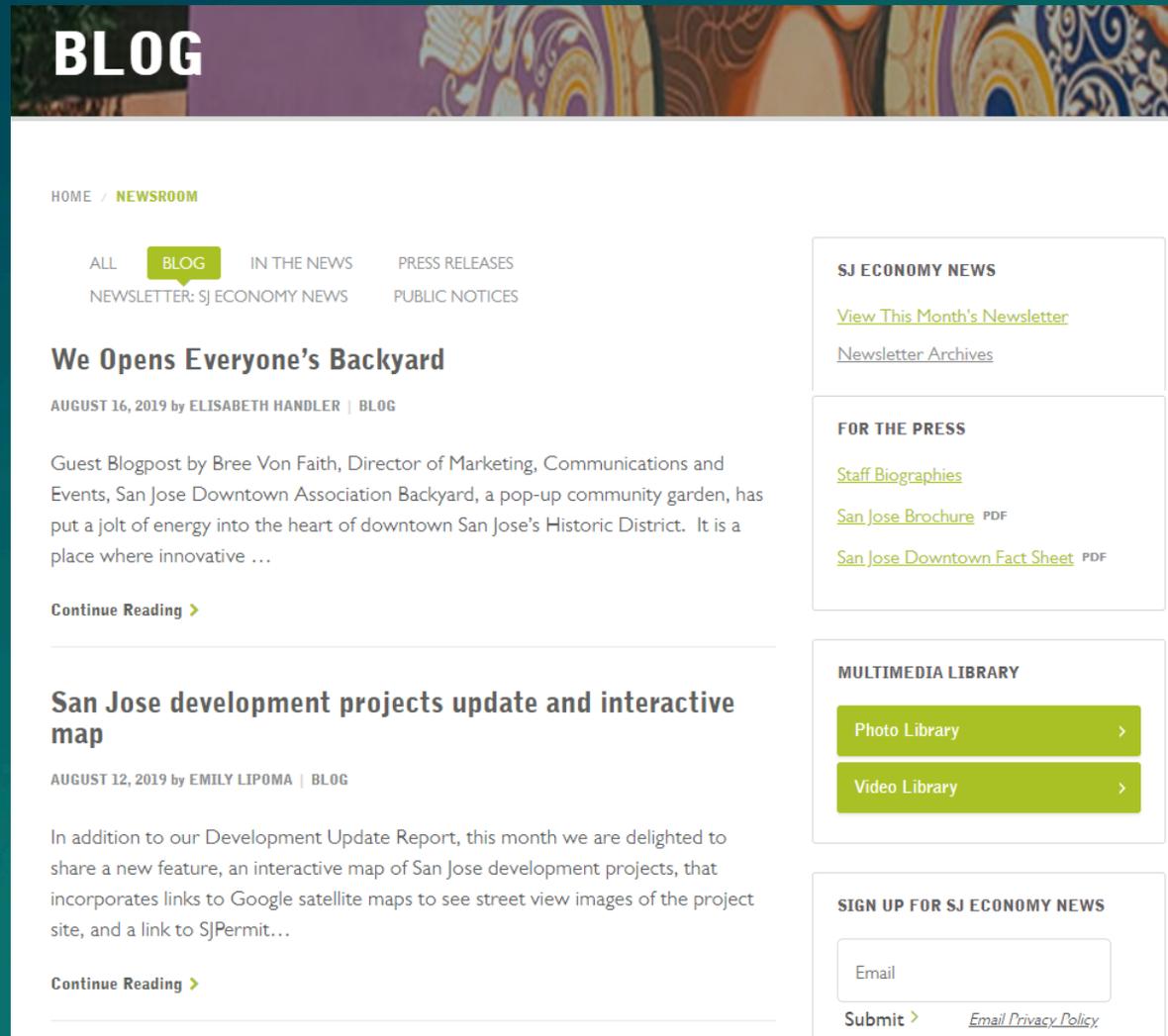
*As of August 30, 2019



Tools



Economic Development Communication



BLOG

HOME / **NEWSROOM**

ALL **BLOG** IN THE NEWS PRESS RELEASES
NEWSLETTER: SJ ECONOMY NEWS PUBLIC NOTICES

We Opens Everyone's Backyard
AUGUST 16, 2019 by ELISABETH HANDLER | BLOG
Guest Blogpost by Bree Von Faith, Director of Marketing, Communications and Events, San Jose Downtown Association Backyard, a pop-up community garden, has put a jolt of energy into the heart of downtown San Jose's Historic District. It is a place where innovative ...
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San Jose development projects update and interactive map
AUGUST 12, 2019 by EMILY LIPOMA | BLOG
In addition to our Development Update Report, this month we are delighted to share a new feature, an interactive map of San Jose development projects, that incorporates links to Google satellite maps to see street view images of the project site, and a link to SJPermit...
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Public GIS Viewer

The screenshot displays the Public GIS Viewer interface. At the top, it says "Public GIS Viewer" and "Powered by: San José Spatial Team". A search bar is located at the top left. The main map area shows a detailed view of San Jose, with various colored overlays representing different planning zones and permits. The map is divided into several labeled areas: "Alum Rock" in the upper right, "South" in the lower center, and "Downtown" in the lower left. A legend window is open on the left side, listing various "Public GIS Layers" such as "City Boundary", "General Plan 2040" (with sub-categories like Agriculture, Commercial Downtown, etc.), and "Transportation and Utilities". A "Layer List" panel is open on the right side, showing a list of layers with checkboxes. The "Layer List" includes items like "Mobile Home", "Neighborhood Business District", "Parcels", "Parking Operations", "Residential Parking Permit (RPP) Zones", "Park Fee Zone (MLS)", "Pavilion Referral Area", "Paving Moratorium Streets", "Planning Area", "Planning Permits", "Approved Permit", "Major Development Permit", "Other Planning Permits", "PW Project Numbers (3-dash)", "PW Development Inspector Zones", "PW Utility Inspector Zones", "Sanitary Sewer System", "Sanitary Network Structures", "Sanitary Fittings", and "Sanitary Manholes". The bottom of the map shows coordinates: "-121.842017 37.325885 Degrees".

Key Economic Development Projects

- Mixed Use
- Commercial
- Housing
- Commercial-Office
- Additional

1 Miro



Address: 39 North 5th St, San Jose, CA, 95112

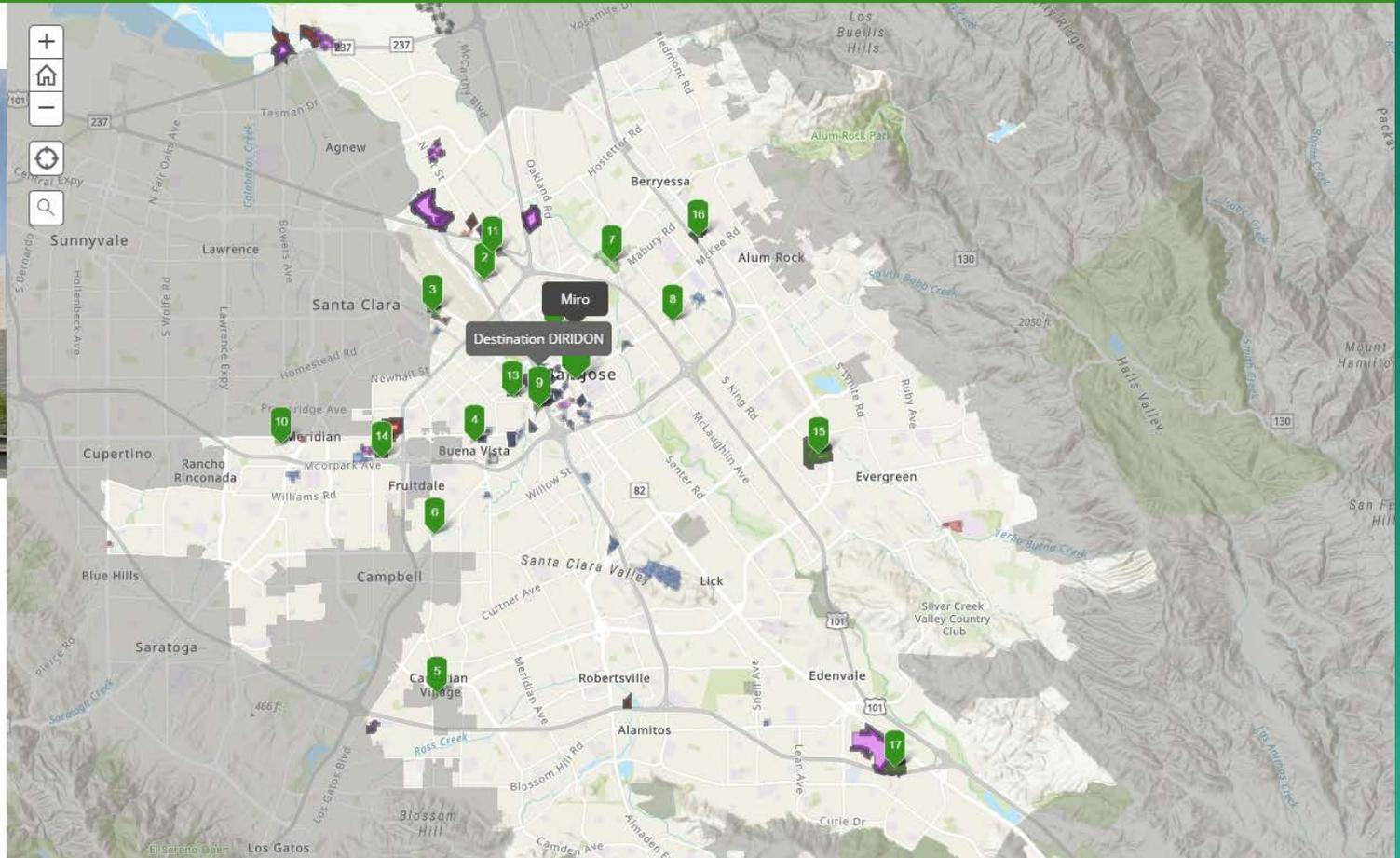
File Number: SP17-009

Project Notes: Two towers will accommodate 630 residential units, over 15,000 square feet of retail space, and 10,000 square feet of strategically-located office space. The residences, with their extensive amenities, will set a new bar for high-rise living in San Jose

Contact: Tracy Tam (Tracy.Tam@sanjoseca.gov)

Developer: Miro

Status: Under Construction



Key Economic Development Project List

Key Economic Development Projects

Line	Type	Developer	Project Name	Project Description	Area	Address	Status	CC Dist	Planning File #	Project Data: Units	Project Data: Com SF	Project Data: Office SF	Project Data: Hotel Rooms	Target Opening Date
Preliminary Review														
1	Housing	T.T. Group		Preliminary review for 140 units and 147,900 sf commercial (retail and office).	Central	900 North 1st St	Preliminary Review	3	PRE19-091					
2	Housing	Republic Urban Properties	Blossom Hill Light Rail Station Parking Lot	Preliminary review for a 5-story mixed use development with 300 residential units (232 market rate and 68 affordable) and commercial retail space	Edenvale	605 Blossom Hill Road	Preliminary Review	10	PRE19-100					
3	Mixed Use	Summerhill Apartment Communities	Ryland Rail Yard	Preliminary review for a mixed use project with 500 residential units and a 5-story, 150,000sf office building	Central	Ryland Street	Preliminary Review	3	PRE19-101					
4	Mixed Use	Cyberlink.Com Corp		Preliminary review for a mixed use building with 120 residential units and 28,400 sf of commercial space	West Valley	1087 South Winchester	Preliminary Review	1	PRE19-102					
5	Affordable Housing	Roygby Real Estate Development		Preliminary review for a 304 residential building	Central	1298 Tripp Ave	Preliminary Review	3	PRE19-106					
6	Mixed Use	Calatone Caruso Design Corporation		Preliminary review for 61 senior care units, a 100 room extended stay hotel, and 83 housing units	Central	1899 West San Carlos 700 El Paseo	Preliminary Review	6	PRE19-108					
7	Mixed Use	El Paseo Property	El Paseo Mixed Use Village	Preliminary review for a 5-story signature project with 155,000 sf of retail and office space and 850 residential units	West Valley	De Saratoga and 1777 Saratoga Ave	Preliminary Review	1	PRE19-115					
8	Housing	Whetzel Family LLC		Preliminary review to construct a 5-4-story, 102 unit residential building	Central	461 Park Ave	Preliminary Review	3	PRE19-116					
9	Affordable Housing	PATH		Preliminary review for a 4-story building with 93 supportive housing units	Central	1020 North 4th St	Preliminary Review	3	PRE19-119					
Withdrawn / Expired														
10	Mixed Use	Winchester Plaza LLC	Volar	Construction of up to 307 units and 52,167 sf commercial and office uses	West Valley	355 South Winchester Blvd	PD Permit Expired	6	POC15-065, PD15-059	307	52,167			
11	High Rise Residential	AG Key, LLC	Davidson Tower	Special Use Permit to demolish an existing 56k sf office and allow 653 residential units in two 17-story buildings with 10k sf commercial	Downtown	255 West Julian	WITHDRAWN	3	SP18-009	653	10,254			
New Projects														
12	Affordable Housing	Eden Housing	Eden @ Gallup	Construction of a 46-unit affordable housing development	Cambrian/Pioneer	5647 Gallup Drive	Planning Review	10	H19-023	46				
13	Office	Lumileds	Building 90	Construction of six industrial/office/R&D buildings with a total of 1.28 million sf	North San Jose	350 West Trimble	Planning Review	4	H19-024			1,280,000		
14	Office	The Sobrato Organization	Block 8	Construction of a 20-story office building with 568,286 sf of office and 16,372 sf ground floor commercial space	Downtown	282 South Market St	Planning Review	3	H19-033		16,372	568,286		
15	Office	SJ CityView LLC	CityView Plaza	Construction of an approximately 3.4 million sf office development	Downtown	150 Almaden Boulevard	Planning Review	3	H19-016			3,400,000		
Planning Review														
16	Industrial	LBA Realty	1605 Industrial	Construction of approximately 180,500 sf industrial warehouse	Berryessa	1605 Industrial	Planning Review	3	PD15-044					
17	Affordable Housing	Danco Communities	West San Carlos Supportive Housing	Construction of a seven-story building with 80 residential units	Central	750 West San Carlos	Planning Approved	6	H19-028	56				
18	Mixed Use	Fortbay	Steven's Creek Promenade	Planned Development to construct a 6-story approximately 300,000 square foot office building, a 6-story parking garage, a 7-story mixed use building containing approximately 10,000 square feet of ground floor commercial and up to 236 residential units, and a 7-story residential building containing up to 263 residential units on a 10.0 gross acre site	West Valley	4300-4360 Steven's Creek Boulevard	Planning Review	1	POC16-036 & PD17-014 & PDA17-014-01	499	10,000	300,000		
19	Housing	Alum Rock Family Housing LP	Alum Rock Family Housing	Construction of an 87-unit residential building with 3,000 sf of commercial space	Alum Rock	2348 Alum Rock Ave	Planning Review	5	CP18-044	87		3,000		
20	Housing	ROEM Corporation	961 Meridian	Construction of 230 residential units	Willow Glen	961 Meridian Ave	Planning Review	6	CP19-006	230		1780		
21	Educational	Avenues Silicon Valley LLC	Avenues School	Rezoning from IP to C1C and construction of 354,332 sf in seven buildings for a school	Central	520 Race St	Planning Review	6	C19-013 & CP19-013					
22	Housing	Holmes Business LLC	259 Meridian Ave	Construction of 241 residential units	Central	259 Meridian	Planning Review	6	PD19-011	241				
23	Housing	KB Home	Communications Hill	Planned Development Permit Amendment to allow for the development of Phases 3 and 4 of the Communications Hill project to construct 815 residences	South	0 Cuthbert	Planning Review	7	PDA14-035-06	815				
24	Affordable Housing	The Kelsay	The Kelsay	Construction of a six-story co-living, mixed income building with 115 units, including 28 apartments dedicated to the developmentally disabled	Central	447 North 1st St	Planning Review	3	H19-019	115				

NEVER FINISHED

SJ CA

Emily Lipoma

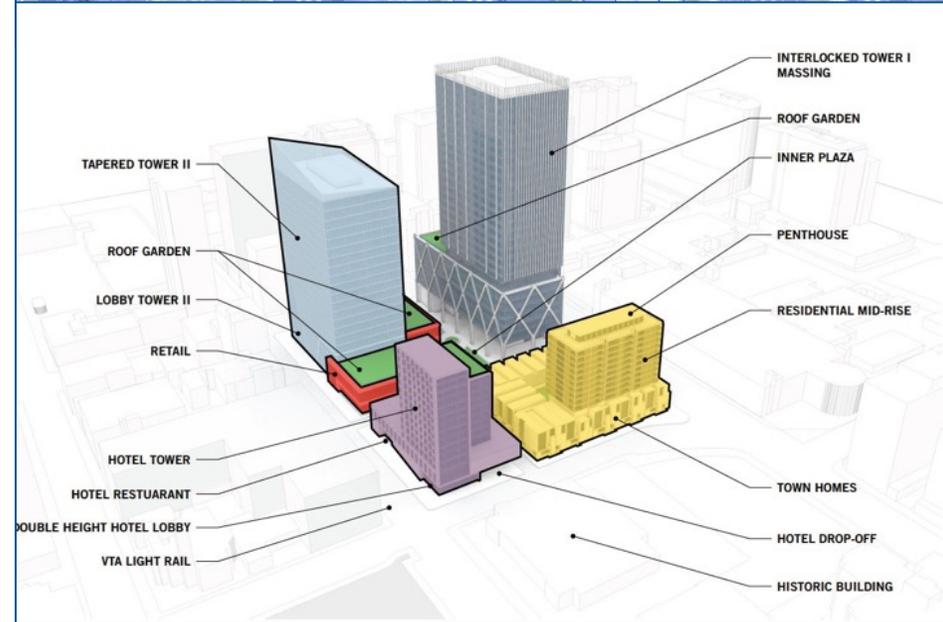
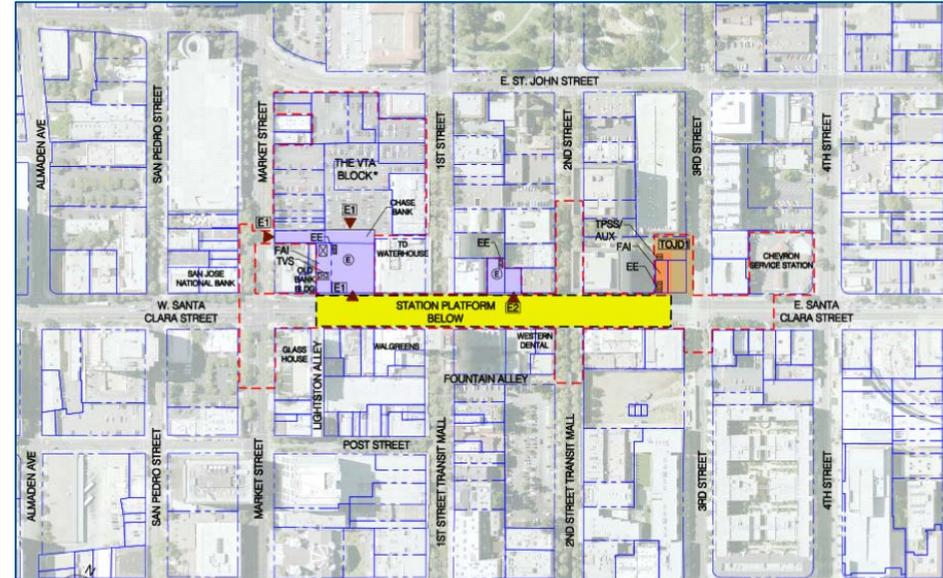
Development Facilitation Officer
City of San Jose Office of Economic Development
Emily.Lipoma@SanJoseCA.gov

Design Development Framework

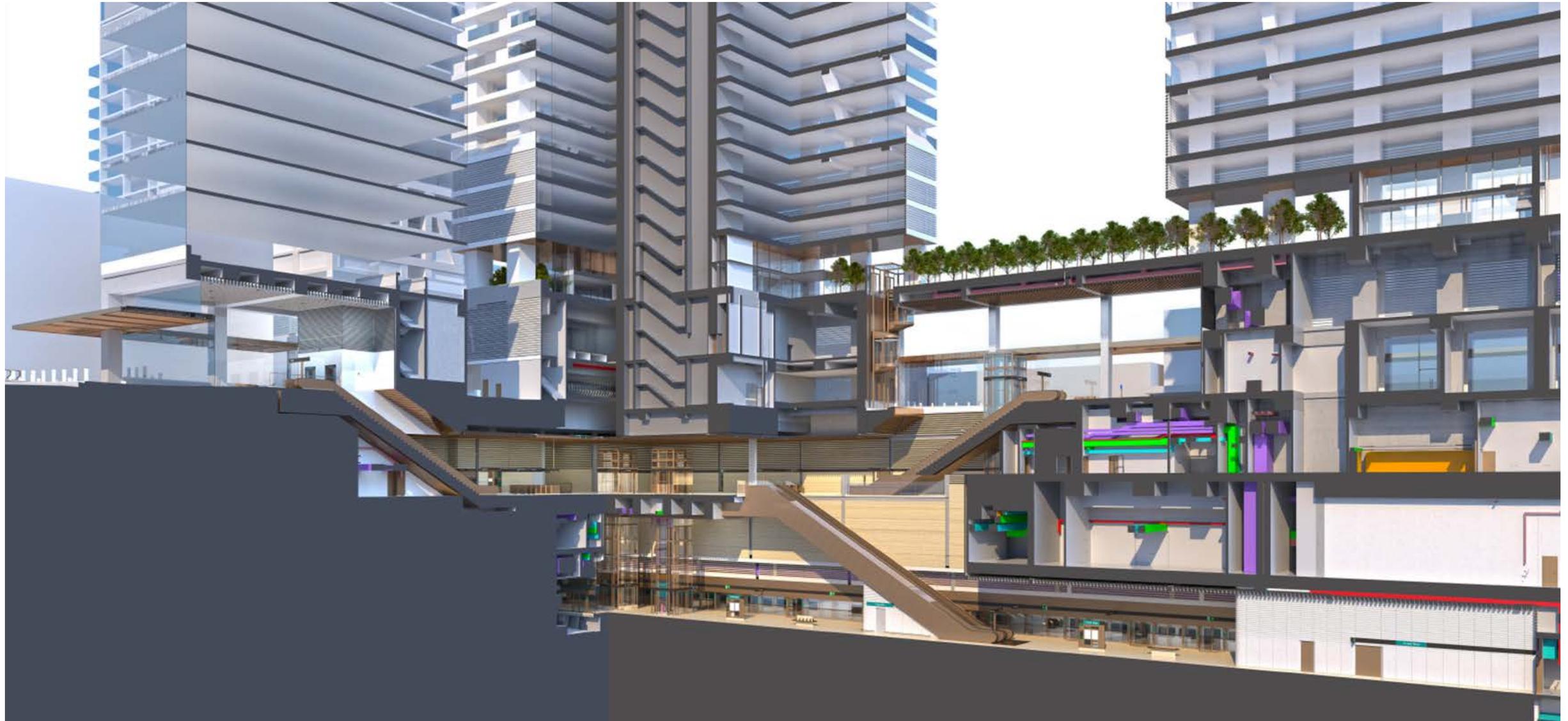
Jeremy Nelson & Marcy Kamerath, VTA

Downtown San José BART Station: Work Done to Date

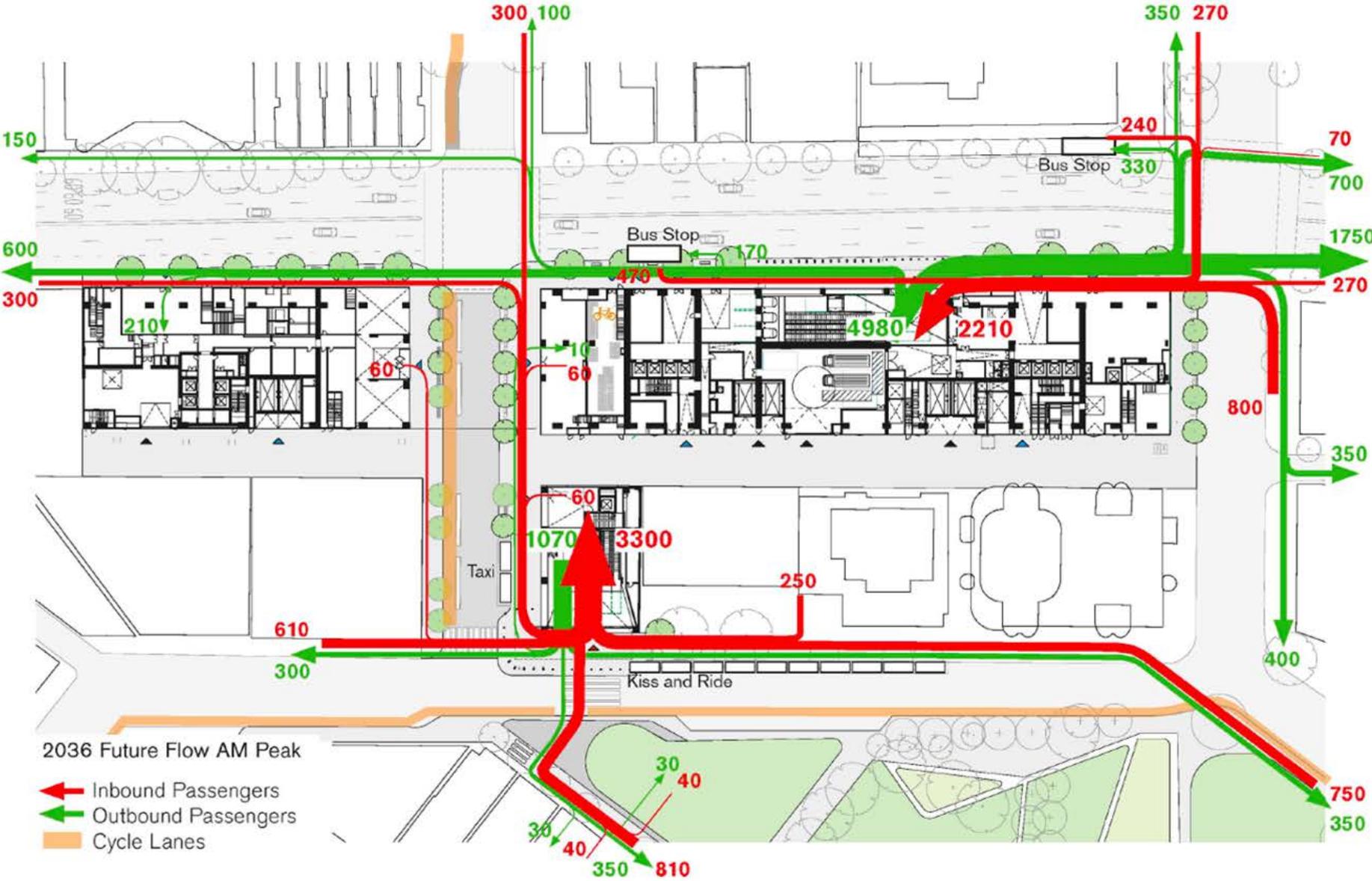
- Transit-Oriented Development:
 - 2017 VTA internal vision exercise
 - 2018 Final SEIS/SEIR (environmental document)
 - 2019 Transit Oriented Communities (TOCs) Strategy Study
- Station Design/Engineering:
 - Tunnel and station concepts
 - GEC recently on-board



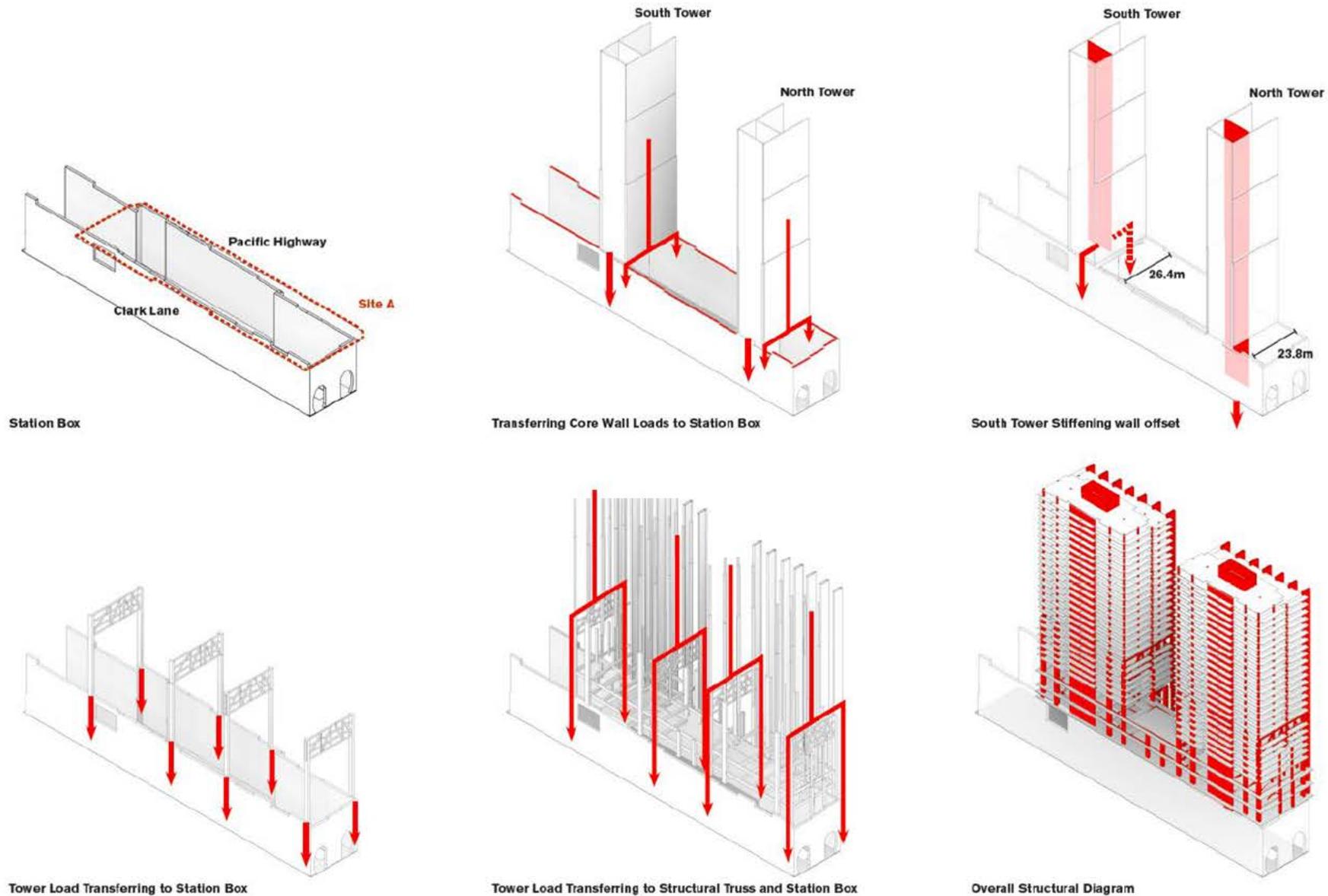
Foster + Partners TOD Experience: Sydney



Foster + Partners TOD Experience: Sydney



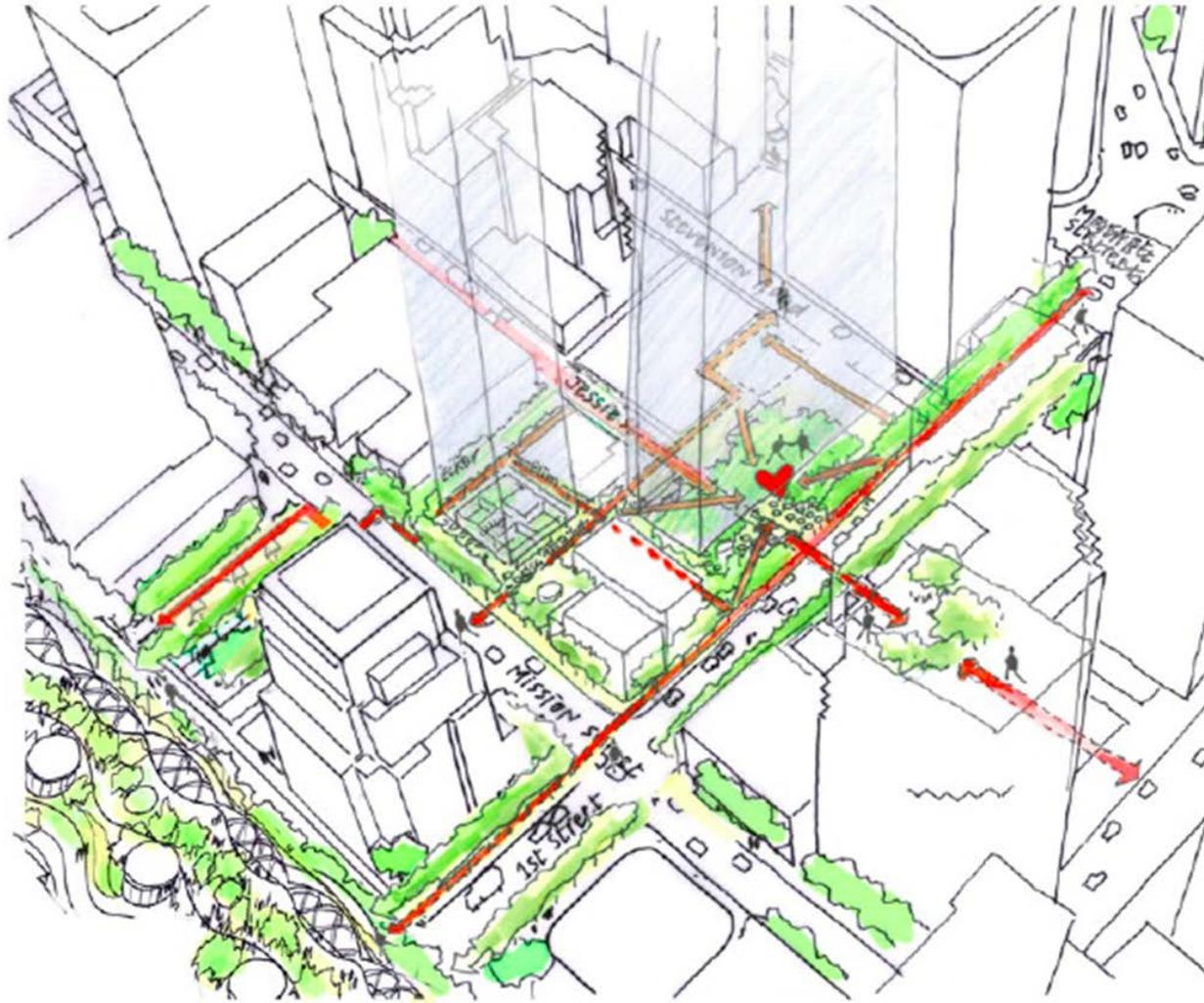
Foster + Partners TOD Experience: Sydney



Foster + Partners TOD Experience: Sydney



Fosters + Partners TOD Experience: San Francisco



Fosters + Partners TOD Experience: San Francisco



VTA Block: Challenges for TOD and World-Class Design

- Multiple owners on block
- VTA ownership:
 - Currently majority owner (~70%)
 - Parcels are largely interior to the site
- Private ownership:
 - Significant portion of block (~30%)
 - Includes key corner parcels, but not large enough for modern building footprints
- Need for coordination with other owners to optimize TOD at this high-visibility station



Design Development Framework (DDF)

- VTA-led process to provide a clearly-articulated framework for future TOD on the block
- F+P to do technical planning and design analysis to ensure TOD + station integration
- Goals:
 - Optimize TOD outcomes given multiple parcel owners
 - Maximize public amenities/benefits, transit ridership, and ground-lease revenues to VTA
 - Ensure world class urban design, architecture, and sustainable development
 - Identify public-private partnership (P3) opportunities



VTA Block Today

Design Development Framework (DDF)

- Outcomes:
 - Optimal building footprints to maximize TOD yield and design quality
 - Site design, access/circulation, and functional requirements
 - Shared development amenities (loading, parking, etc.)
 - Sustainable development opportunities
 - Selection criteria for development proposal on VTA-owned sites (public process)
- DDF will inform future VTA-issued RFQs/RFPs for TOD on VTA-owned parcels (includes public process)
- DDF will not include entitlement approvals or CEQA clearance
- Future TOD applications will need City approvals and environmental review (public process for both)



*Artist Rendering of TOD potential on VTA Block
Preliminary Concept - Subject to Change*

VTA Block DDF Process & Engagement



VTA Block DDF Process & Engagement

- CWG meetings
- DDF engagement group
- Public review opportunities
 - VTA Board review of Framework
 - VTA Board review of RFP/RFQ
 - Public process for City review of development and entitlements

VTA Block DDF engagement group

City of San José

The silicon valley organization
Silicon Valley Leadership Group
San José Downtown Association
Working Partnerships
Downtown Residents Association
SPUR
Property Owners

TOD Approach for Other Stations

- Alum Rock/28th Street Station:
 - Create a DDF for TOD opportunities integrated with the station and existing neighborhood
 - Starts mid-2020
- Santa Clara Station:
 - Considering conceptual option of deck over north end of Newhall Yard, station location, parking, potential TOD
 - Station design work includes design development framework
- Diridon:
 - Collaborating with DISC and adjacent property owners
- Opportunities for public engagement



Artist Rendering of Alum Rock/28th Street Station Area from TOCs Strategy Study (Looking north on 28th Street)



Artist Rendering of Santa Clara BART Station Area from TOCs Strategy Study (Looking west on Brokaw Road)

Discussion



Questions?

Marcy Kamerath
mkamerath@vtabsv.com

TOCs Strategy Study

Dennis Kearney, VTA

The Vision for Transit Oriented Communities

Transit Oriented Communities (TOCs) are walkable, diverse, mixed-use communities closely integrated with transit. TOCs provide diverse employment and economic opportunities, and housing types for all – including affordable housing choices.



View of E. Santa Clara Street, looking west towards future BART Station

Framework for Success

- ❑ **Creating successful transit oriented communities is a long-term undertaking,** typically spanning decades. It's critical that we start now in order to create a foundation for long-term success.
- ❑ **A joint implementation strategy will be essential** for moving across jurisdictional silos. Sustained institutional leadership, staff capacity, and financial support is essential for successful transit oriented communities.
- ❑ **Providing robust regulatory and financial incentives are essential for creating successful transit oriented communities.** Specialized TOD zoning and early capital investments can enhance walkability, add open space, and provide financial and regulatory incentives for affordable housing.

TOCs Strategy Study Overview

- **Funded by the Federal Transit Administration** to promote integration of transit and land use
- **Builds on previous planning efforts** and provides implementation and financing tools
- **Develops tailored strategies for each of the three Station Areas:**
 - *Diridon Station is studied through a separate effort*
- **Combines land use strategy and multimodal access planning** to develop a holistic approach that maximizes the benefits of TOCs and **recommends financing and implementation tools** to make the vision a reality



The need to implement the TOCs Strategy

- VTA's BART Phase II is a **once in a century opportunity** to organize growth around the station areas and advance the goals of the Cities of San José and Santa Clara through transit oriented communities (TOCs)
- A cohesive transit-oriented development **strategy is essential to obtaining federal funding**
- Transit oriented communities will lead to **increased BART and other transit ridership**
- Increased ridership **ensures a return on investment** for transit infrastructure **and community benefits**
- **Our station areas can accommodate more development than is currently planned**



Study Background and Development

January 2018

Summer 2018

Fall 2018

Fall 2019

Background Conditions

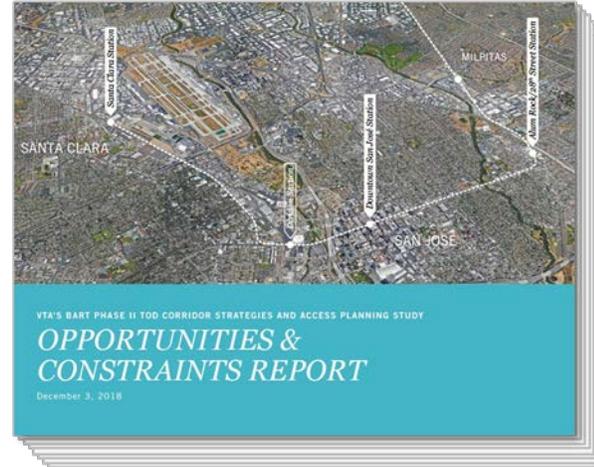
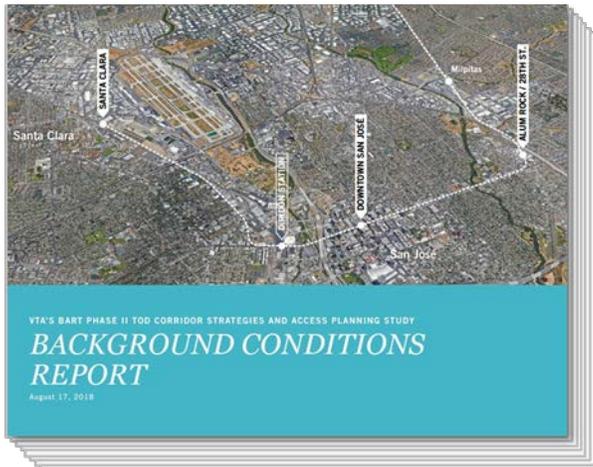
- “What is good TOD?” April ‘18 CWG workshop
- “Background Conditions” June ‘18 CWG workshop

Opportunities & Constraints

- “Opportunities & Constraints” September ‘18 CWG workshop
- “Overcoming TOD Barriers” November ‘18 CWG workshop

Implementation Strategies

- “Plan for Strategy Implementation” February ‘19 CWG presentation
- “TOD Strategies & Policy Recommendations” April ‘19 CWG workshop
- “Final Recommendations” June ‘19 CWG presentation



The Playbooks

- Provide a *Path to TOCs Playbook* that includes guidance for cities to realize Transit Oriented Communities around each BART Station
- Playbooks are prefaced by **“A Call to Action”** that describes the *vision for TOCs*, and builds the case for *the need to act now*.
- **The Playbooks** give a *high-level overview* of the recommendations. *Recommendations are detailed and actionable*.
- Details of analysis and supporting documentation are provided in numerous *technical documents* that are *referenced as appendices*.



Phase II Project Development Potential

The entire corridor has the potential for approximately
60 Million Square Feet of new development

SANTA CLARA STATION

New Development: 12.7 Million sf.

ALUM ROCK / 28TH ST STATION

New Development: 8.5 Million sf.

DOWNTOWN SAN JOSÉ STATION

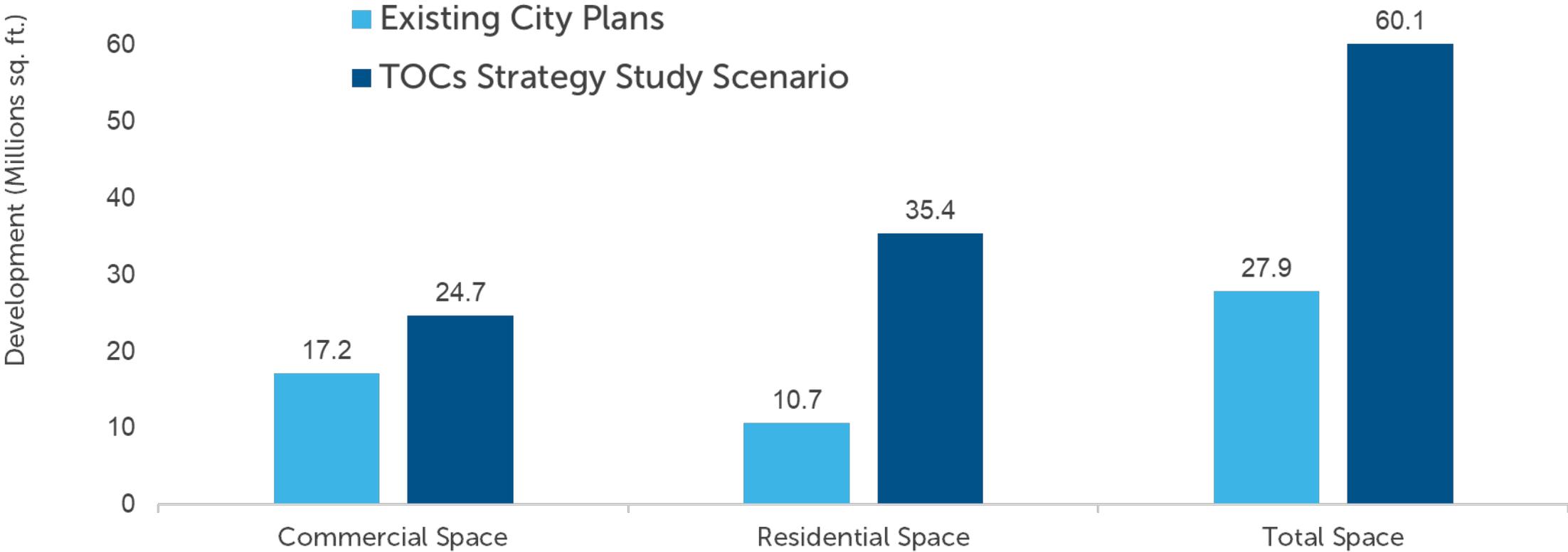
New Development: 23.8 Million sf.

DIRIDON STATION

New Development: 15 Million sf.

The Opportunity for Growth is Transformative

Existing City Plans Compared to TOCs Development Scenario* (2040)



* Includes proposed Google Mixed-Use Development and other development around Diridon Station

Downtown San José Station

Artist Rendering of Downtown San José from TOCs Strategy Study (Looking northeast along Market St and Santa Clara St)

VTA owns 3.8 acres for construction of station, and plans to partner with adjacent property owners to redevelop the entire 5.3 acre block



Recommended "Big Moves"





Update Land Use to Ensure Good TOCs

- Establish minimum residential and commercial densities
- Prioritize office development adjacent to stations
- Update existing plans to increase housing allocation
- Rezone industrial sites to ensure transit-supportive commercial and industrial uses



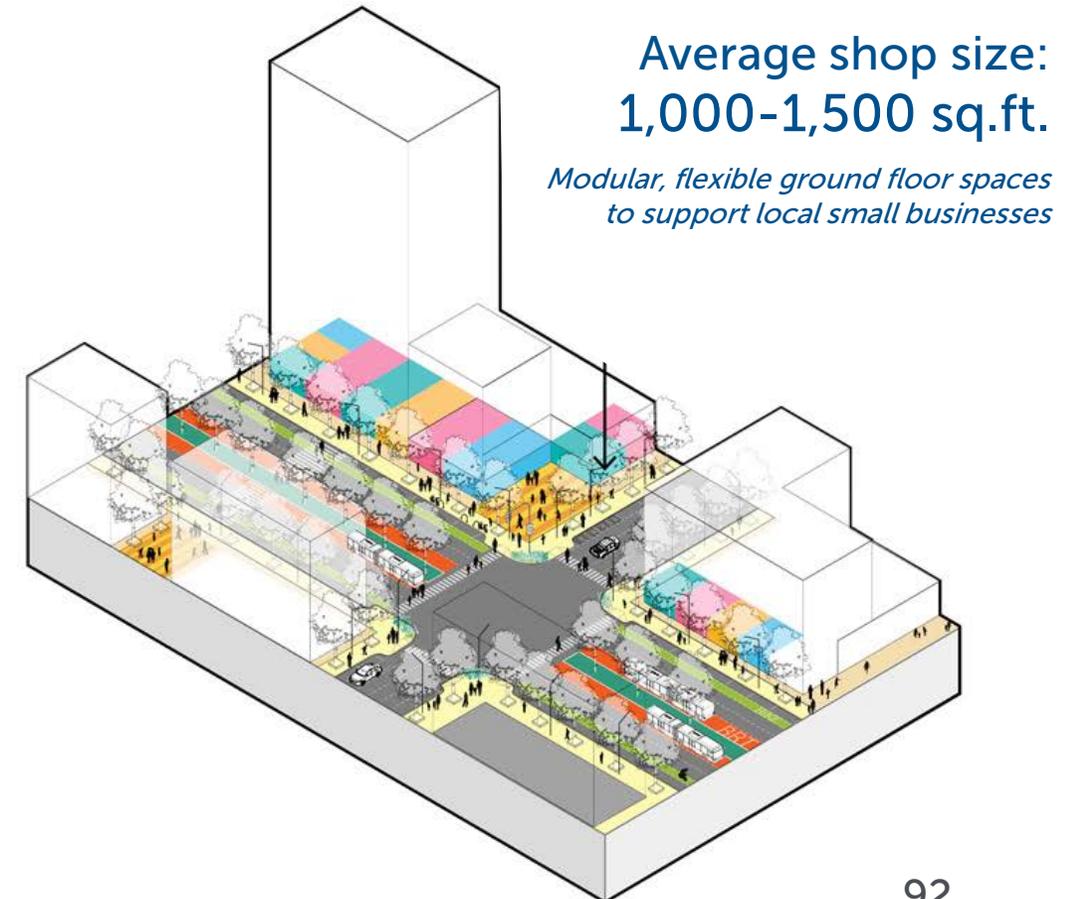
Legend

- ZONE 1: HIGH DENSITY OFFICE & RESIDENTIAL, TRANSIT SERVING RETAIL
- ZONE 2: MEDIUM DENSITY OFFICE & HIGH DENSITY RESIDENTIAL
- ZONE 3: MEDIUM DENSITY RESIDENTIAL & RETAIL
- ZONE 4: LOW DENSITY, MIGHT BE LOWER IF NEAR RESIDENTIAL AREA
- HEIGHT RESTRICTION



Focus Employment & Support Small Businesses

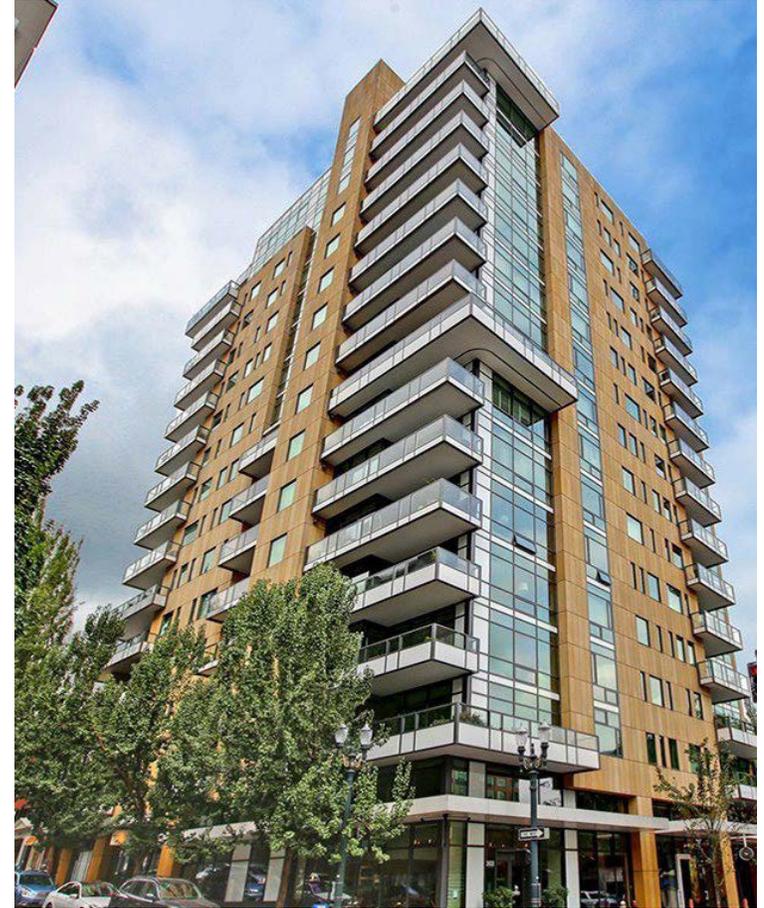
- Ensure space for small and local businesses
- Expand capacity of existing business associations/chambers
- Continue and expand city programs to retain and support businesses
- Continue to market Opportunity Zone investments
- Provide targeted assistance to small businesses that are displaced by new development
- Incentivize retaining long-standing businesses





Preserve, Protect, & Produce Affordable Housing

- Implement more robust policies to preserve existing affordable housing
- Expand existing policies to protect tenants and homeowners
- Make it easier for low-income tenants to access affordable housing
- Increase local funding for deed-restricted affordable housing production
- Partner for affordable housing production and funding
- Facilitate production and development of accessible dwelling units (ADUs)



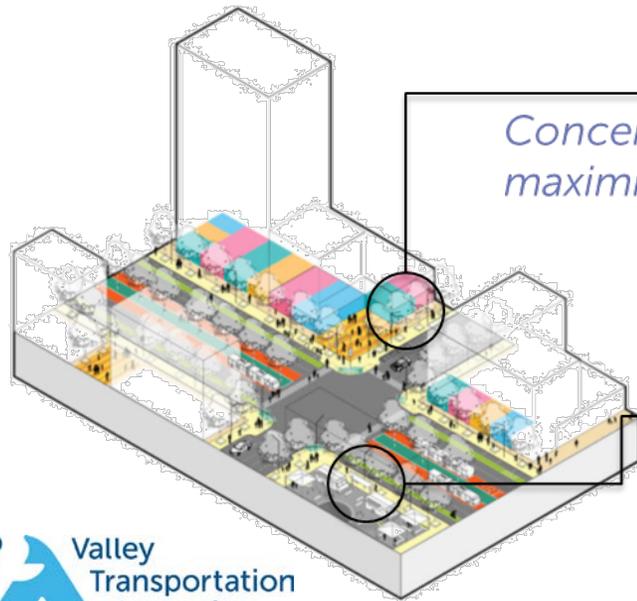
All development on VTA-owned property will be required to meet VTA's Affordable Housing Policy

20% affordable units

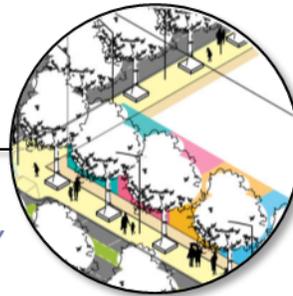


Create Great Public Spaces and Destinations

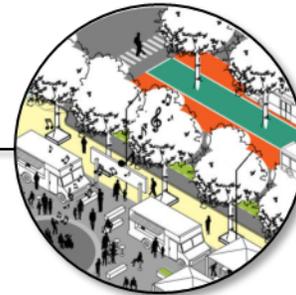
- Create a tailored approach to streetscape improvements
- Define specific areas and promote cultural identities
- Branding, design, and programming for public spaces
- Establish block size and open space requirements
- Limit ground floor retail to targeted locations



Concentrate retail uses to maximize pedestrian activity



Convert underutilized lots into spaces for community events





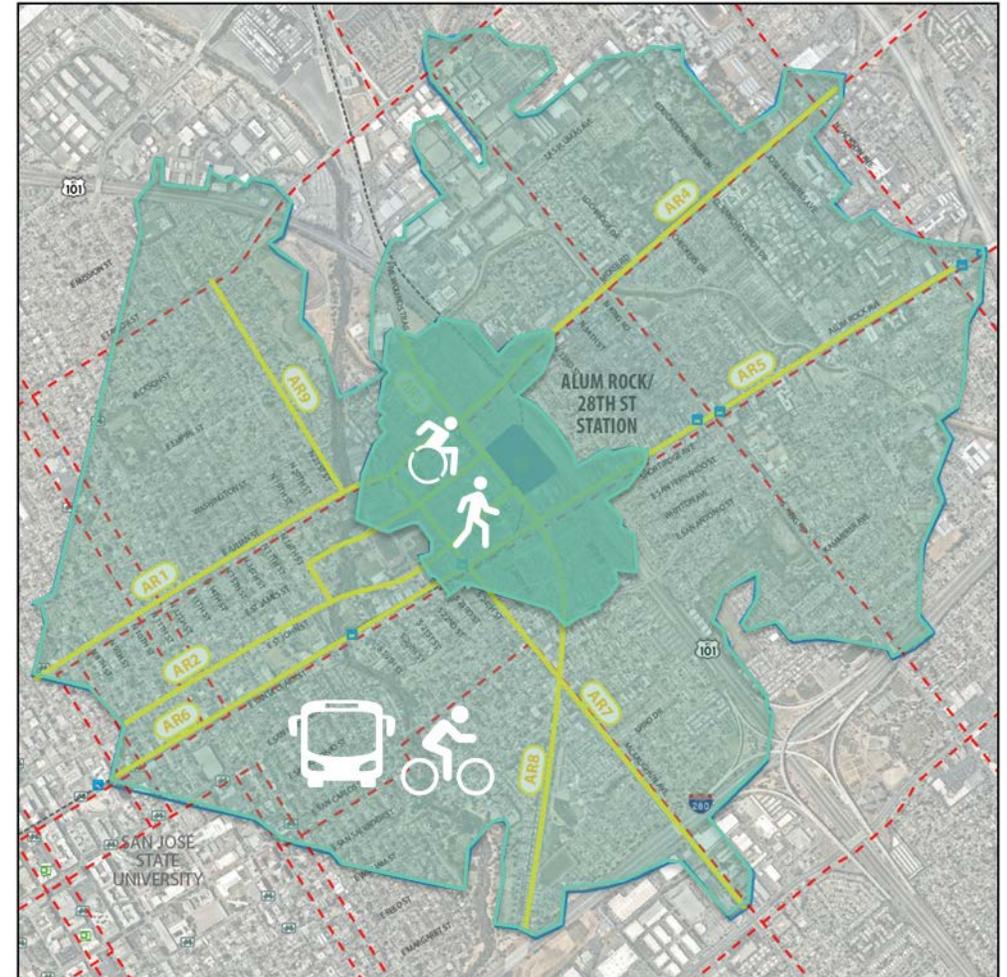
Improve Access & Establish Shared Mobility Districts

- Invest in a pedestrian friendly environment
- Enhance pedestrian, bicycle, and transit connections
- Emphasize use of sustainable modes through transportation demand management (TDM) strategies
- Right-size parking requirements for new development
- Manage parking as a district within the station area

 ○ Create a pedestrian environment and improve access for all users within ½ mile walk-shed (10-minute walk) of BART stations.

 ○ Improve bicycle connectivity along key access corridors within 1½ mile bike-shed (10-minute bike) of BART stations.

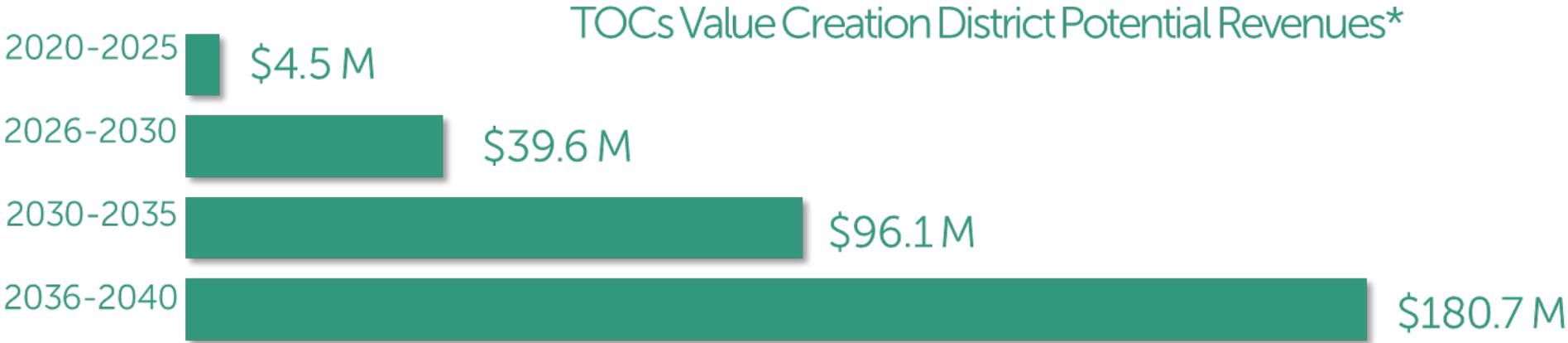
 ○ Improve transit operations within 1½ mile of BART stations.





Establish TOC Funding Mechanisms

- Establish Value Creation/Value Capture Districts to help:
 - Fund station area improvements that allow for increased TOD yield and increased transit ridership
 - Fund public benefits desired by cities and regional partners
 - Create a dedicated funding stream for infrastructure & access improvements, affordable housing, VTA transit, and/or repayment of potential bond issuance



* Excludes Diridon Station



Prioritize Funding and Implementation

- Identify and implement mechanisms for long-term funding over the **next 20+ years**
 - Establish a community facilities district (CFD) to leverage contributions from new development
 - Explore implementation of tax increment financing districts such as Enhanced Infrastructure Financing Districts (EIFDs) and consider sharing revenues across station areas





Prioritize Funding and Implementation

- **Short-term improvements** are necessary to maximize mobility benefits of BART and facilitate creation of TOCs
- Need to identify funding for these improvements now

\$78M in short-term access improvements identified across three station areas



- Pedestrian crossing and ADA improvements within ¼ mile of BART Stations
- Fill key gaps in pedestrian network
- Wayfinding signage to BART Stations



- Improved bicycle facilities along key corridors connecting to BART Stations



- New/Enhanced BRT Stations near future BART Stations



- Intersection improvements

- Establish a framework for ongoing collaboration between the cities and VTA
- Work together to identify grants and other funding sources
- Engage with local partners to expand community and economic development activities

The time to act is now...

- Now is the time for VTA and the City to **collaboratively determine sequencing and implementation framework** for recommendations.
- Now is the time to **start updating land use and zoning** so we can begin to facilitate the type of development that is most appropriate for our station areas.
- Now is the time to **implement financing mechanisms to obtain FTA funding** and maximize funding opportunities for investment in TOCs.

Implementing TOCs at BART Phase II Stations



- Engage public and technical stakeholders to foster support for implementation of TOCs
- Work with City staff to identify grant funding and implementation approach/needs

VTA will ask Cities to take action to ready station areas for TOCs

- **Endorse a holistic approach to creating TOCs** in Santa Clara County and accept the Strategy Study as the appropriate beginning point.
- **Direct staff to prioritize implementation** of land use, infrastructure, and funding programs.
- **Review implementation progress** on a regular basis, in collaboration with VTA and other stakeholders.



VTA is asking public to...

- **Attend VTA's public presentations** and voice their opinions
- **Sign-up for regular updates** from VTA on the progress of TOCs and related special events: www.vta.org/bart/tocs
- **Take our online survey** to let us know what TOC elements are most important to them: www.vta.org/bart/tocs
- **Share their ideas** on creating walkable places to live, work, shop, and play in their station area: vtabart@vtabsv.com



TOC Video

Check out our TOCs video:

<https://www.youtube.com/watch?v=AAxepwsjjn8&t=1s>

Discussion

Next Steps

- Next CWG meeting:
Tuesday, November 12, 2019, 4:00-6:00 PM, San José City Hall, Rooms 118/119
 - CWG Member Report Backs
 - Phase I Update
 - Government Affairs
 - Phase II Update
 - Station Naming
 - Construction Education & Outreach Plan
 - Small Business Plan
 - Diridon Station Integrated Concept Plan
 - Station Access Concepts
- Action Items