

# VTA's BART Silicon Valley Phase II Extension Project

Alum Rock/28<sup>th</sup> Street Community Working Group

June 13, 2018



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## Agenda

- Follow-up Items
- Status Updates
- Phase II Update
- VTA's Process for Station Naming
- Construction Education and Outreach Plan
- San Jose Diridon Integrated Station Concept Plan
- Transit Oriented Development Strategy & Access Planning Studies Update
- Next Steps



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## 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 (BYOB)
- Be honest
- 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
Karen Gauss	Primary Outreach Contact
Jill Gibson	Phase II Planning Manager
Erica Roecks	Technical Lead
Michael Brilliot	City of San Jose – Planning Liaison
Ahmad Qayoumi	City of San Jose – DOT Liaison



## Upcoming Meetings

### **New CWG Dates - (<http://www.vta.org/bart/upcomingmeetings>)**

- August 22, 2018 – New Member Orientation
- September 12, 2018, 4:00 – 5:30 PM
- November 14, 2018, 4:00 – 5:30 PM
- February 6, 2019, 4:00 – 6:00 PM
- April 17, 2019, 4:00 – 6:00 PM

### **VTA Board of Directors - (<http://www.vta.org/get-involved/board-of-directors>)**

- June 22, 2018 – 9:00 AM
- August 2, 2018 – 5:30 PM
- September 6, 2018 – 5:30 PM



# Follow-Up Items



## Follow-Up Items

- The City and VTA have updated map callouts to reflect “Five Wounds Church & Cristo Rey San Jose Jesuit High School”
- VTA will further research text message notification technology for future communications with the public.



# Status Updates

Jill Gibson, VTA



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## Status Updates

- Phase II Planning of Real Estate Acquisition
- Federal Involvement and Related Issues
- Construction Activities



# Phase II Update

Jill Gibson, VTA



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## In the News...

Transportation

**VTA goes with single-bore subway and BART signals acceptance** 🔑

*Silicon Valley Business Journal, March 30, 2018*

Transportation

**Silicon Valley transit projects land nearly \$1.7 billion for highway, rail and bus improvements** 🔑

*Silicon Valley Business Journal, April 27, 2018*

Transportation

**San Jose's subway gets environmental approval, invitation to federal funding** 🔑 *Silicon Valley Business Journal, June 5, 2018*

**San Jose Sharks Sue Vta Over South Bay Extension Project**

*San Francisco Chronicle, May 4, 2018*

**NEWS TRANSPORTATION** *SFBAY.ca, June 6, 2016*

**Bay Area voters back transit, highway funding**



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# Phase II Extension Project Funding Strategy

**2017 Project Cost Estimate: \$4.78 Billion<sup>1</sup>**

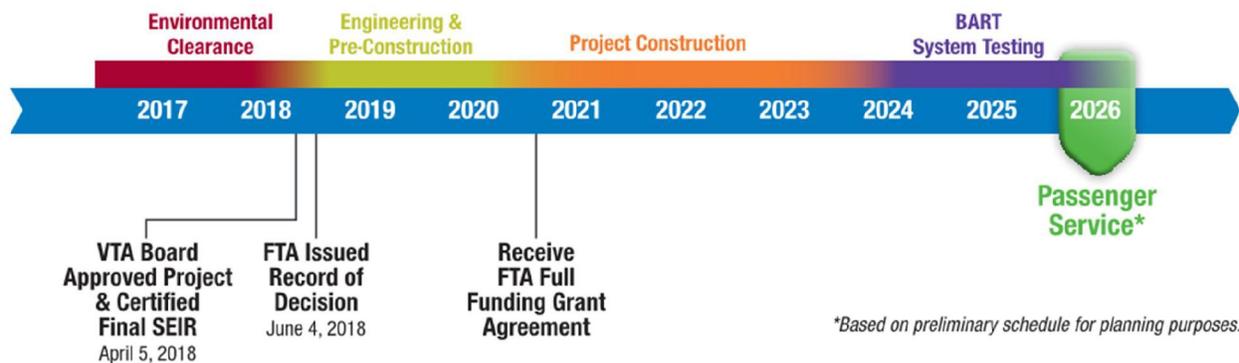
- **Projected Local & State Funds: \$3.41 Billion**
  - ☑ Existing Measure A Sales Tax
  - ☑ 2016 Sales Tax Measure B
  - ☑ State Transit & Intercity Rail Capital Program
- **Projected Federal Funds: \$1.5 Billion**
  - ☐ FTA New Starts

**Projected Funding: \$4.91 Billion<sup>1</sup>**

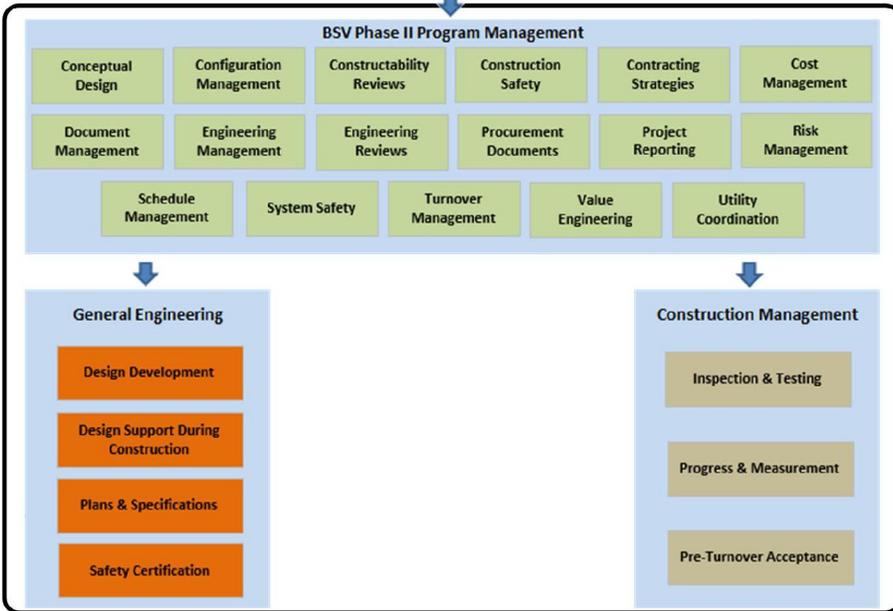
<sup>1</sup> Project estimate and funding strategy will be updated as project advances and after further coordination with FTA on assessment of project risks.



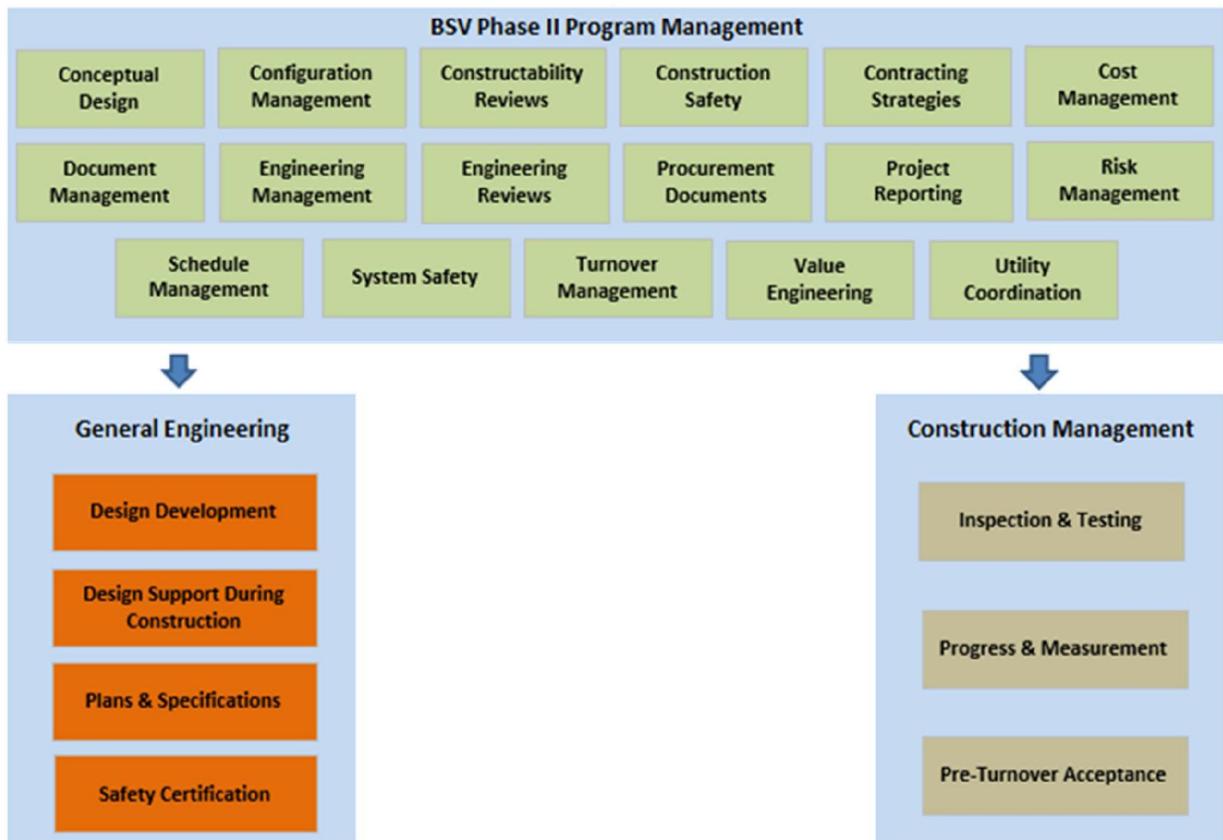
# Phase II Extension Project Schedule



# Functional Organization



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# General Engineering Consultant (GEC) Request for Proposals

## Procurement Schedule

Information Forum	May 15, 2018
Advertise RFP	June 2018
Selection	Fall 2018

- Over 300 industry representatives registered
- GEC responsibilities to support final contracting:
  - Advance design
  - Integrate construction contracts



<http://www.vta.org/bart/financial/contractingopportunities>



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## Expedited Project Delivery (EPD) Pilot Program

- VTA/FTA met in early May to discuss deliverables necessary for a Full Funding Grant Agreement (FFGA)
- FTA has granted VTA's New Starts process an extension for as long as progress in EPD continues
- Anticipate submitting an FFGA application in late 2019
- FTA to respond to the application within 120 days
- Receipt of FFGA sooner
- FTA funding capped at 25 percent of project cost



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Questions?



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# VTA's Process for Station Naming

Jill Gibson, VTA



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## Phase II Station Naming Overview

- Best Practices for Station Naming
- VTA timeline and process for potential station name
- Discussion on Suggested Names



## Station Naming Guidelines

- Rider's Perspective
  - Assist passenger in use of system
  - Location within the context of the transit system
- Simplicity
  - For quick recognition and retention
  - Brief and distinctive
  - Easy to pronounce and understand
- Station Area Context
  - Historical basis
  - Geographically significant
  - Withstand the test of time



# BART Coliseum Station

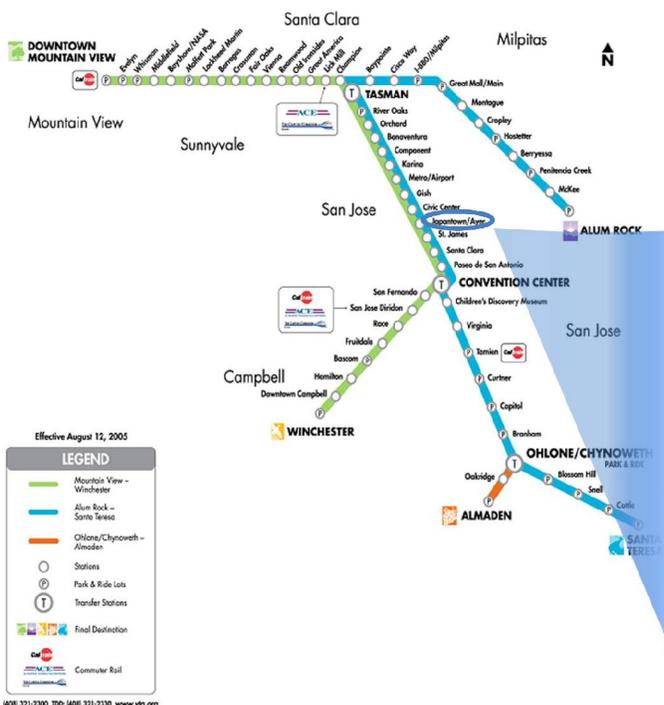


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# VTA Japantown/Ayer Station



## VTA Light Rail



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# MTA Canal Street Station



# VTA's BART Phase II Station Naming Timeline

June 12-14, 2018

- CWG Update

Summer 2018

- Cities/VTA/BART Coordination

Late Summer 2018

- VTA's Board (Informational Item)

Fall/Winter 2018

- VTA's Board (Approval)



- Santa Clara Station
- Diridon Station
- Downtown San Jose Station
- Alum Rock/28<sup>th</sup> Street Station



Questions?



# Construction Education and Outreach Plan

Gretchen Baisa, VTA



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## CEOP Part A: Collateral Overview

### CWG Members Role: Collateral

- Determine what else, if anything, might be needed to inform general public
- Review finished pieces; give feedback

- Phase II Fact Sheet
- Single-Bore Tunneling
- TOD Strategy Study
- Newhall Maintenance Facility
- Phase II Benefits
- Alum Rock/28<sup>th</sup> Street Station
- Downtown San Jose Station
- Diridon Station
- Santa Clara Station
- Ventilation Structures
- Noise and Vibration\*
- General Construction\*
- Real Estate\*
- Business Resources\*

\*Coming Soon



## Outreach Recap



Get Informed about VTA's BART Phase II Extension

357 views



SCVTA

Streamed live on May 23, 2018

SUBSCRIBE 629

The biggest infrastructure project in Santa Clara County, VTA's BART Phase II will expand BART service, build five miles of subway, four stations, join at the planned 'Grand Central Station' of the west and ring the bay with rapid rail.

- Development of CEOP
- Stakeholder Intake Campaign
- Project Milestones Publicized
- Establishment of General Outreach Materials Needs and Priorities
- Establishment of stakeholder intake technology
- Mailchimp Newsletter
- Phase II Webinar
- Scheduled participation in community events and meetings June – September

<https://youtu.be/pFfoc5ttpkg>



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## Questions?



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# San Jose Diridon Integrated Station Concept Plan

Dennis Kearney, VTA



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## Concept Plan – Purpose

1. Harmonize transportation and land-use goals to expand the benefits for all stakeholders.
  - Create a spatial arrangement for the station and its surroundings that offers seamless transportation connections.
  - Integrate the station facility into surrounding land uses to attract private development and create a sense of place and destination.
2. Establish an effective organization that can deliver the vision.



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## Partnership is Key

*The whole is greater than the sum of the parts*

- Collaboration of Team
- Larger Project offers more solutions
- Local Support and Champions
- Alignment of Goals & Priorities
- Harmonize on Project Design & Schedules
- Combine Technical Requirements
- Physical & Financial Stake in Project



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## Concept Plan - Progress

- March 2018 - Issued Letter of Intent of Award to Arcadis/Bentham Crowell (ABC)
- June 2018 - VTA & Partners' Board/Council Authorization to Execute Cooperative and Funding Agreements and Master Services Agreement with Arcadis-Bentham-Crowell (ABC)
- Summer/Fall 2018 – Begin study efforts



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# Concept Plan – Team

## Arcadis/Bentham Crowel (ABC)

- Arcadis
  - A global consultancy providing urban planning, design, engineering, and project management
  - 27,000 employees in over 70 countries
  - Offices in San Jose



## Bentham Crowel

- Urban Planning, Architecture, Public buildings, infrastructural projects, and urban master plans
- Rotterdam Central Station
- Amsterdam, Netherlands



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# Project Approach – The 3 Pillars

## Urban Planning and Design

- “What” - Captures ambitions, refines functional requirements, and develops scenarios

## Engineering

- “How” - Evaluate scenarios and translate the Partner’s vision into a constructible and operational reality

## Organization

- “By Whom” - Defines how the Partners need to organize and operate the Station



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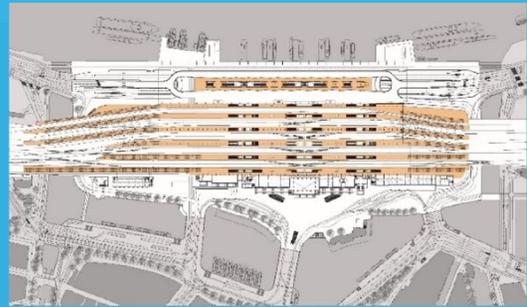
# Concept Plan Process

## Phase I (10 months):

- Develop Spatial & Organizational Scenarios
- Evaluation
- Identify Preferred Scenario

## Phase II (8 months):

- Advance Preferred Scenario
- Roadmap to Delivery
- Final Report



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# Plan Features – Existing Conditions



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# Plan Features – Future Conditions



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## Concept Plan Next Steps

- Execute Master Services Agreement
- Execute Task Order #1 for Phase I
- Coordination between Consultant and VTA's BART Phase II Design Team

Questions?



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# Transit Oriented Development Strategy & Access Planning Studies Update

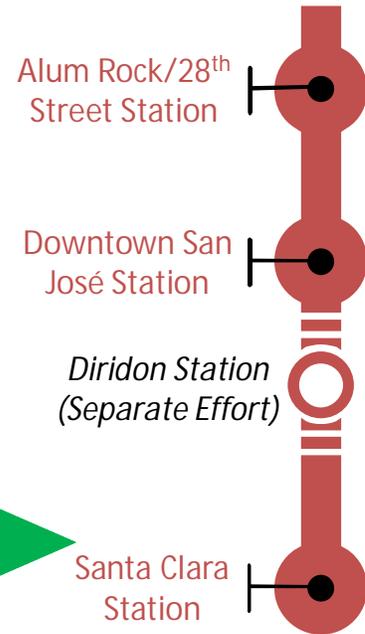
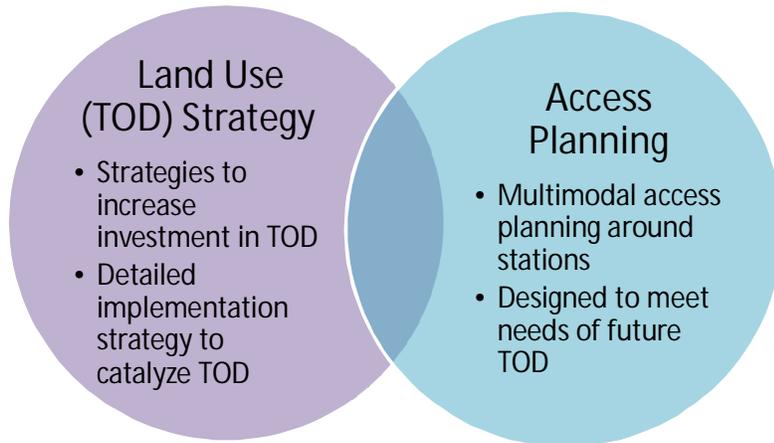
Dennis Kearney, VTA



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# TOD and Access Study



Kick-off: January 2018

Estimated Completion:  
Spring 2019



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## TOD and Access Study - What Will it do?

- Builds Upon Existing Land Use Plans and Policies
- Develops a Strategy for Implementation
- Provides a Roadmap for “How to Get There”
  - Develop *specific* recommendations to enhance access to the stations and TODs
  - Develop *feasible and implementable* land use strategies and financing tools



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# TOD and Access Strategy Study: Access Update

Adam Dankberg, P.E., Kimley-Horn



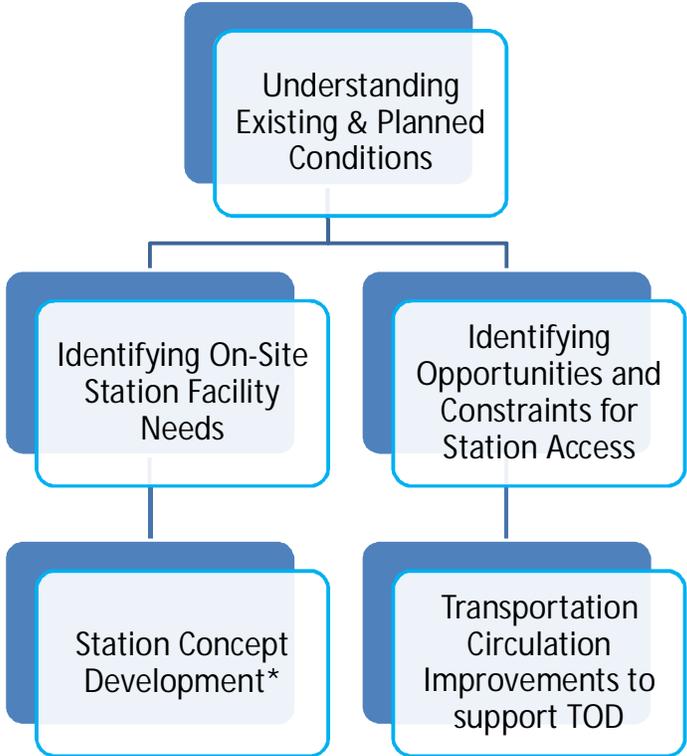
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## Access Study Objectives

- Identify transportation improvements, guidelines, and policies to support and encourage TOD in and around the station areas
- Provide for station access that promotes ridership, supports a cohesive transportation network, and integrates with surrounding neighborhoods



# Access Study Process

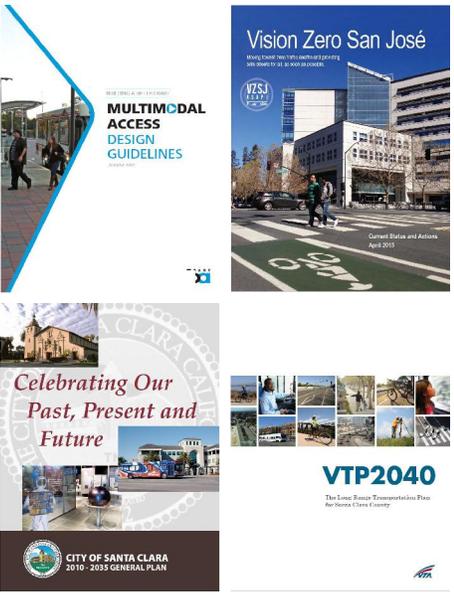


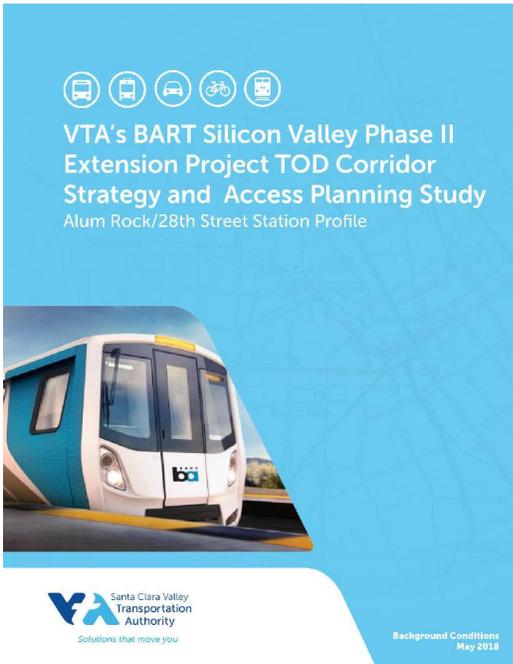
\*To Be Completed in Subsequent Efforts



# Review of Key Guiding Policies/Documents

- BART Station Access Planning Final Report
- BART Station Access Policy
- BART Multimodal Access Design Guidelines
- Vision Zero San Jose
- San Jose Complete Streets Guidelines
- Envision 2040 General Plan
- Santa Clara General Plan
- VTA Complete Streets Policy
- VTA Countywide Bike Plan
- VTA Pedestrian Access to Transit Plan
- Valley Transportation Plan 2040
- Urban Village Plans
- Five Wounds BART Station Area Community Concept Plan
- City Station Access Planning Study

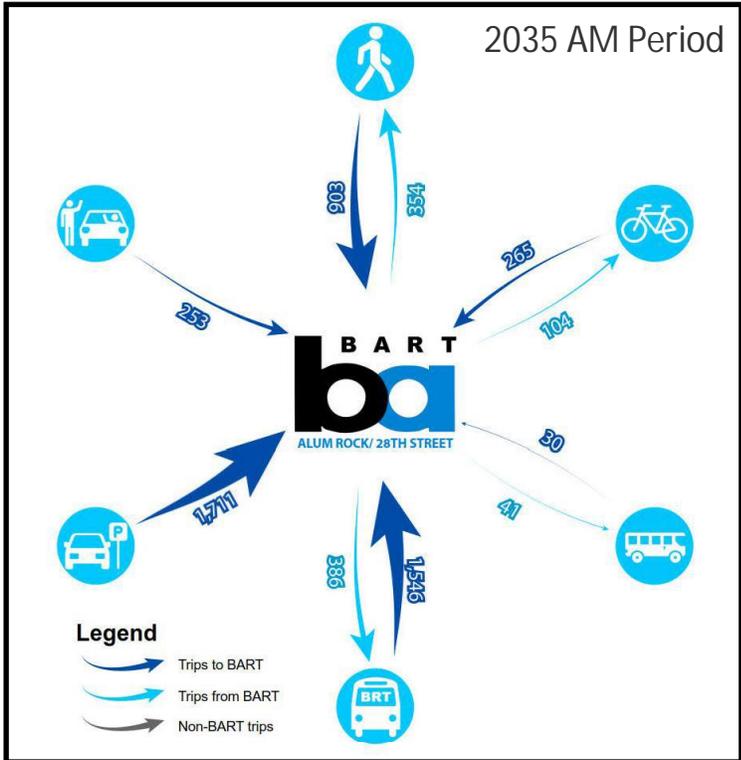




- Report that summarizes the transportation characteristics of each station area
- Summarize existing and planned:
  - Pedestrian network
  - Bicycle network
  - Auto network
  - Transit network
  - Curb management
- Identification of key access considerations
  - Interaction of modes
  - Gaps in connectivity
  - Primary access pathways



Alum Rock/28<sup>th</sup> Street Station Activity

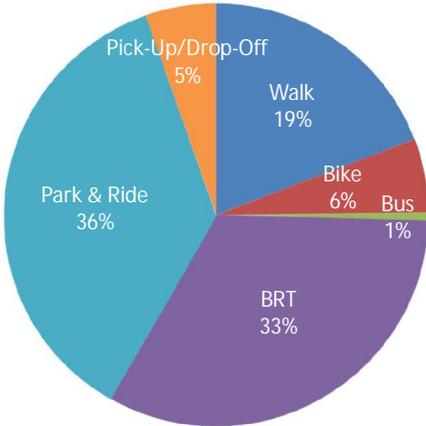


# Alum Rock/28<sup>th</sup> Street Station Activity

2035 AM Period

MODE OF ACCESS (TO BART)

■ Walk ■ Bike ■ Bus ■ BRT ■ Park & Ride ■ Pick-Up/Drop-Off

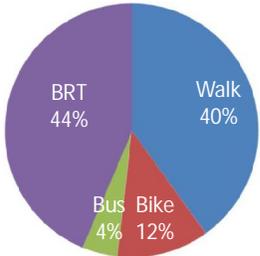


Total AM BART Boardings: 4,707



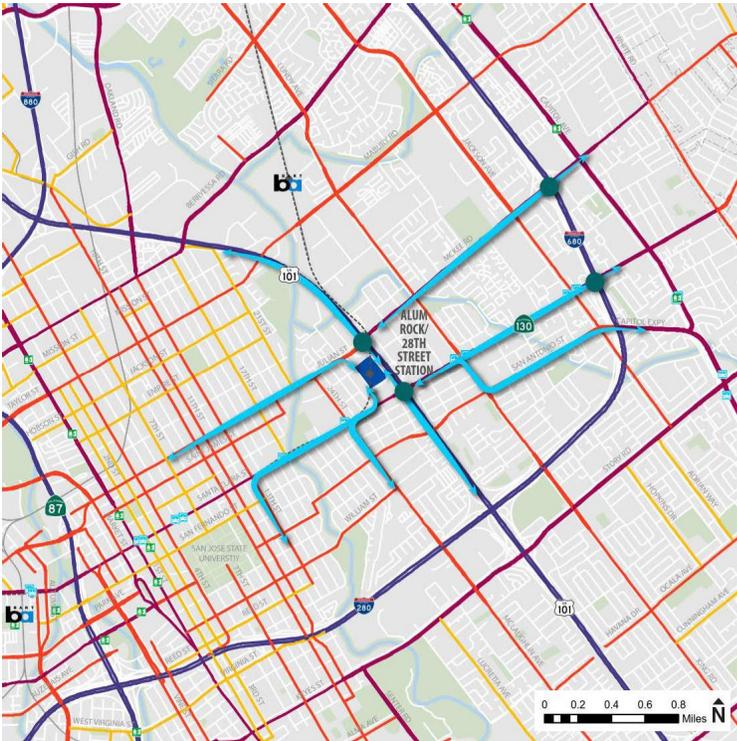
MODE OF EGRESS (FROM BART)

■ Walk ■ Bike ■ Bus ■ BRT



Total AM BART Alightings: 855

# Auto Pathways & Opportunities

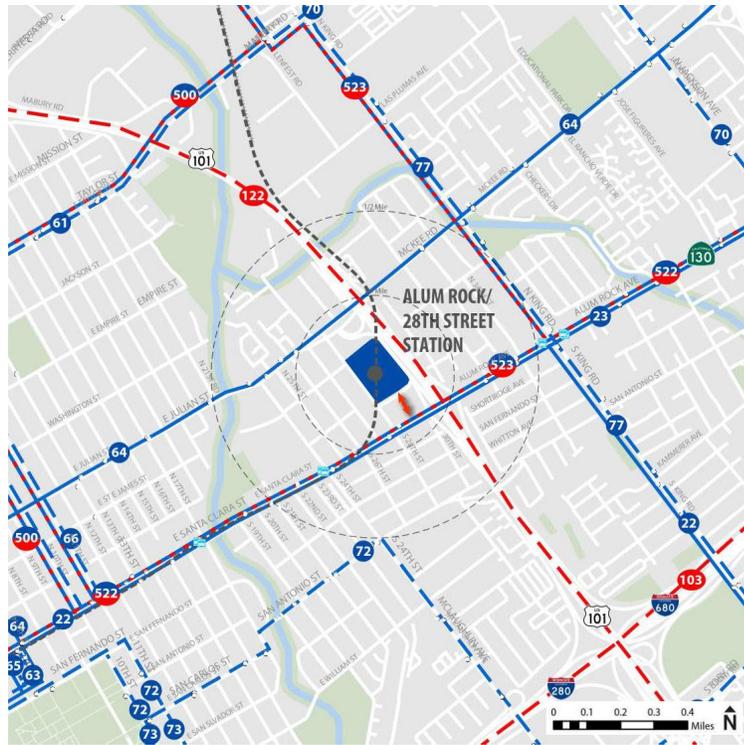


Legend

- Interstate, freeway, expressway
- Other principal arterial
- Minor arterial
- Collector
- 🚊 VTA BRT Stops
- 🚇 VTA LRT Stops
- VTA/BART Phase II Extension Alignment
- ↔ Access pathway
- Interchange to be used to access station



# Transit Pathways & Opportunities

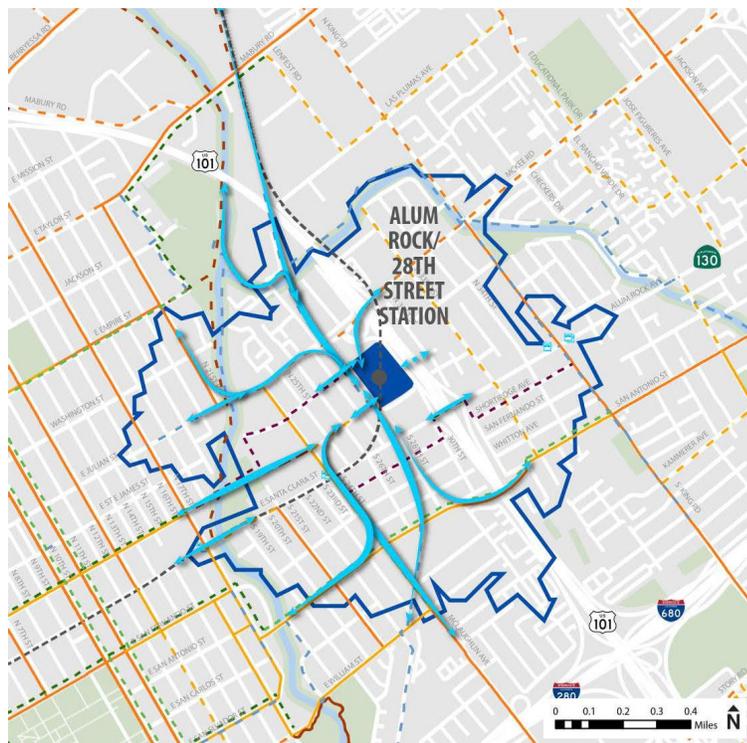


## LEGEND

- VTA BRT
- VTA Local, Core, Community Bus direct service to station
- VTA Local, Core, Community Bus requires transfer to access station
- VTA and Other Express Bus direct service to station
- VTA and Other Express Bus requires transfer to access station
- Local Bus Stops
- VTA BRT Stops
- VTA LRT Stops
- VTA/BART Phase II Extension Alignment



# Bike Pathways & Opportunities

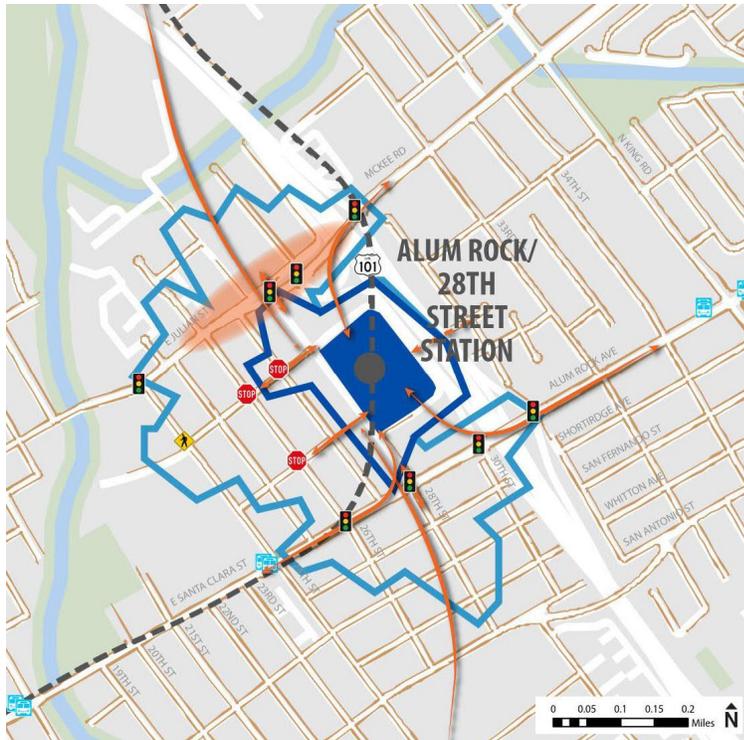


## LEGEND

- Planned Bikeways, San Jose**
  - Class I
  - Class II
  - Class III
- Planned Bikeways, VTA\***
  - All Classes
- Existing Bikeways**
  - Class II
  - Class III
- Better Bikeways Project**
  - 2018
  - 2019
  - Long-term
- 1 mile bikeshed (10 min bike ride)
- VTA BRT Stops
- VTA/BART Phase II Extension Alignment
- Access pathway



## Pedestrian Pathways & Opportunities



### Legend

- 1/4 mile shed (5 min walk)
- 1/2 mile shed (10 min walk)
- VTA BRT Stops
- Existing Sidewalk
- Access Pathways
- Intersection Classifications within 10-Minute Walkshed
  - Signalized
  - All-way stop controlled
  - Unprotected crossing
- VTA/BART Phase II Extension Alignment



## Key Considerations for Alum Rock/28<sup>th</sup> Street

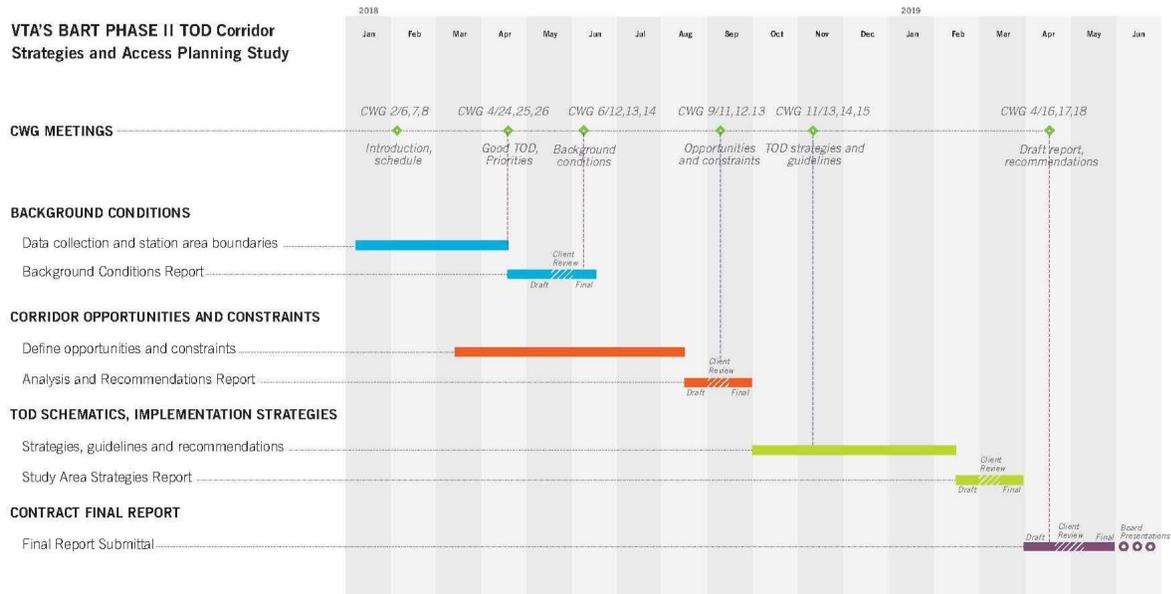
- Enhancing the bicycle/pedestrian connections across US-101
- Closing bicycle gaps and improving connections across major roadways
- Providing a strong connection between the Santa Clara/Alum Rock BRT and the station





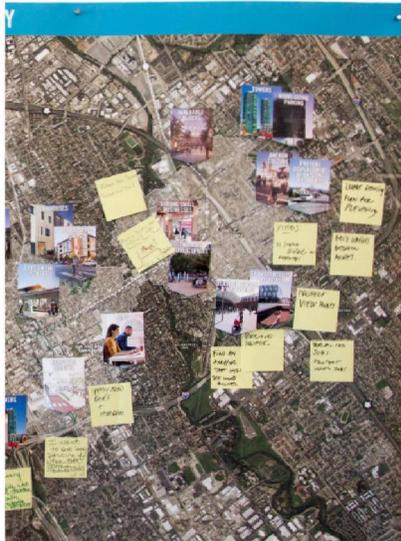
# SCHEDULE

## VT's BART PHASE II TOD Corridor Strategies and Access Planning Study



# PREVIOUS MEETING

## ALUM ROCK / 28TH STREET STATION

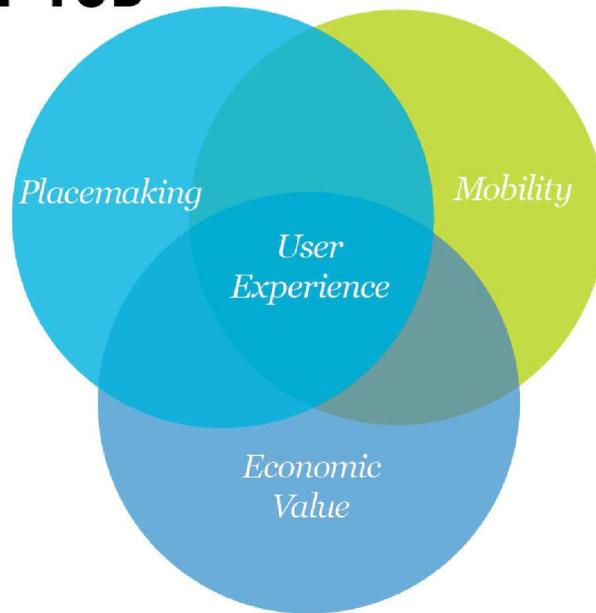


### APRIL 2018 TOD WORKSHOPS: KEY TAKEAWAYS

- jobs / housing balance
- towers possible
- 'gateway' opportunity
- celebrate + enhance cultural activities
- mobility, walkability, safety
- connectivity to station
- prevent displacement
- right size parking



# ELEMENTS OF TOD



# DIVERSE MIX OF USES

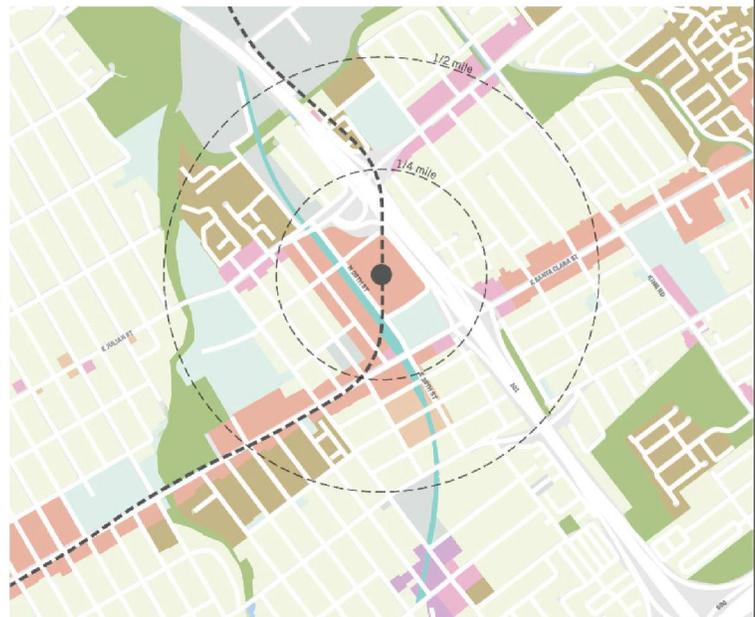


## LAND USE

Alum Rock / 28th Street Station

*Alum Rock / 28th St Station is mostly industrial operations, low-intensity development, under-utilized land, and vacant parcels. Various Urban Village plans call for higher-intensities of mixed use residential and commercial.*

- |                                   |  |
|-----------------------------------|--|
| Downtown                          | Mixed Use Neighborhood                 |
| Commercial Downtown               | Urban Village Commercial               |
| Mixed Use Commercial              | Urban Village                          |
| Combined Industrial/Commercial    | Urban Residential                      |
| Neighborhood/Community Commercial | Low Density / Residential Neighborhood |
| Regional Mixed Use/Commercial     | Very Low Density Residential           |
| Light Industrial                  | Open Space Parklands +Habitat          |
| Heavy Industrial                  | Public/Quasi-Public                    |
| Industrial Park                   | VTA/BART Phase II Extension            |
| Transit Employment Center         |  |
| Transit Residential               |  |



# ENGAGING & ACTIVE PUBLIC REALM

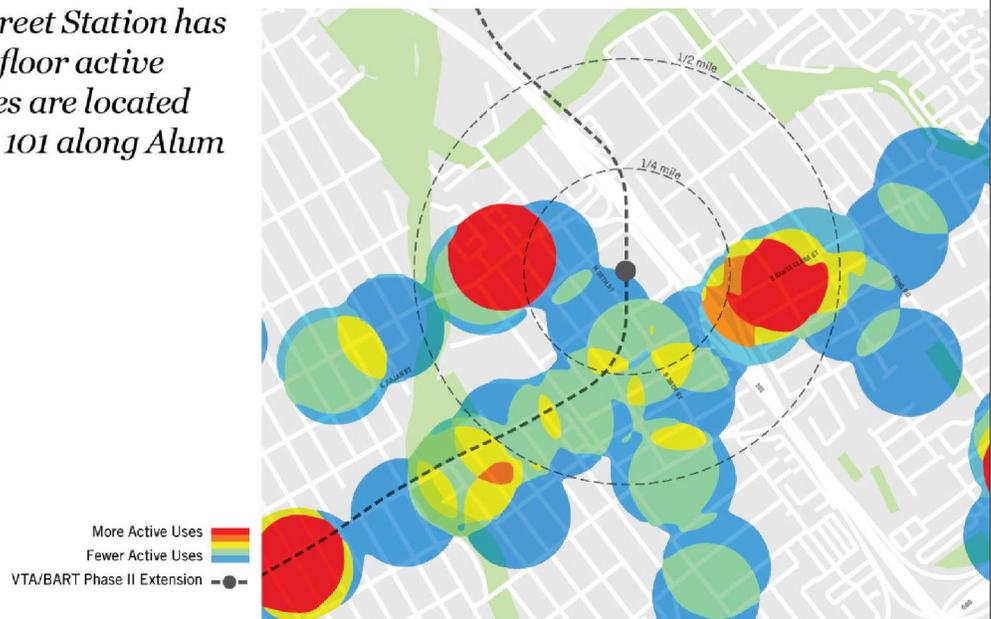


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Alum Rock / 28th Street Station

## ACTIVE GROUND FLOOR

*Alum Rock / 28th Street Station has few existing ground floor active uses. More active uses are located east across highway 101 along Alum Rock Ave.*



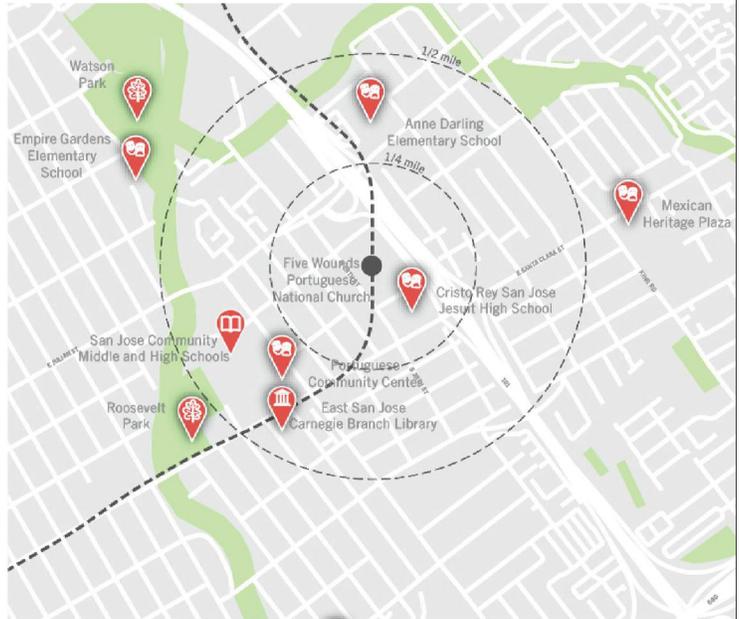
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# ANCHOR DESTINATIONS



**CULTURE**

- Education 
- Civic Services 
- Open Space 
- Cultural 
- Transportation 
- Hospitals 
- VTA/BART Phase II Extension 



# CULTURE & IDENTITY

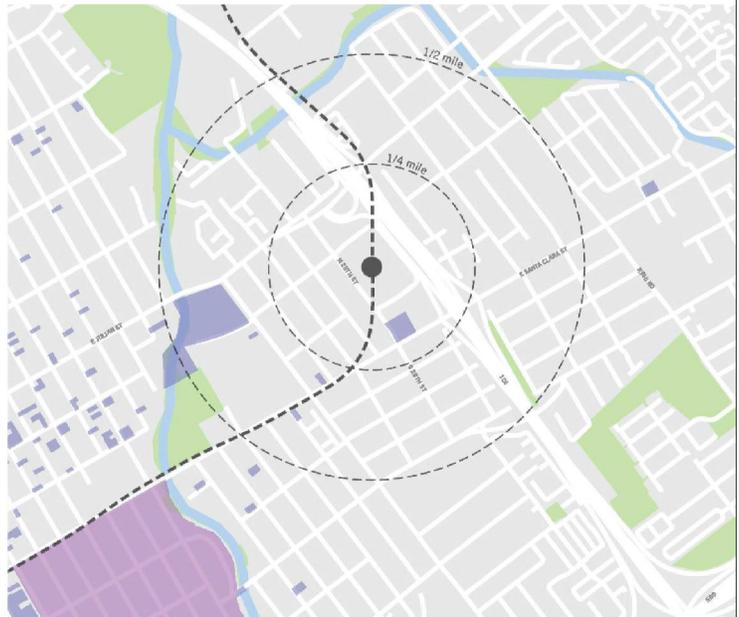


Five Wounds Church



Mexico Theatre

- Conservation Area 
- Historic Resources 
- National Register and City Landmark District 
- VTA/BART Phase II Extension 



# COMPACT & WALKABLE URBAN ENVIRONMENT



## PEDESTRIAN ENVIRONMENT

Alum Rock / 28th Street Station

*E. Santa Clara St. has ample sidewalks with setbacks but is a wide, heavily-trafficked street. Underdeveloped parcels or buildings set back behind surface parking lots here and even even more so on E. Julian St. detract from the pedestrian experience.*



# OPEN SPACE

Roosevelt Park, Watson Park, and Plata Arroyo Park are the three main open spaces within 1-mile of the station. Online user data shows higher levels of activity along E Santa Clara St., E San Antonio St., and 17th St.

\* Online user data compiled from Strava



- Ecological Parks ■
- Public Parks ■
- Programmed Open Space ■
- Higher Online User Data Activity ■
- Lower Online User Data Activity ■
- VTA/BART Phase II Extension ●

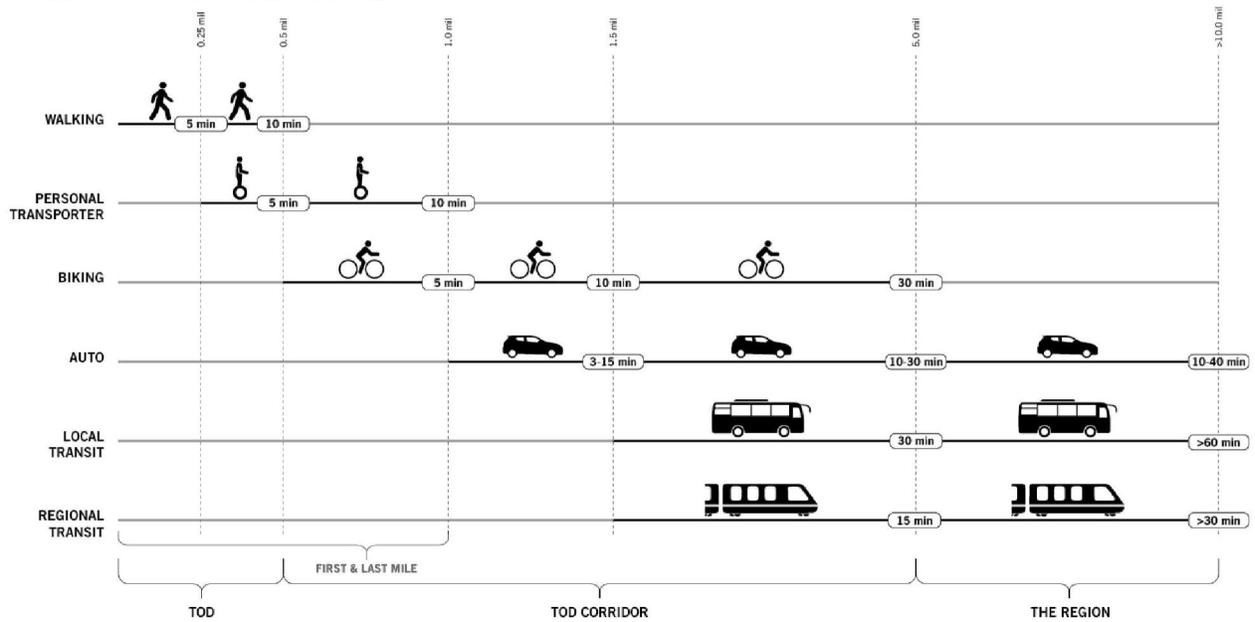


- Provide access to multiple modes of transportation
- Provide ease of connectivity to, from and through the TOD
- Ensure parking need is right-sized

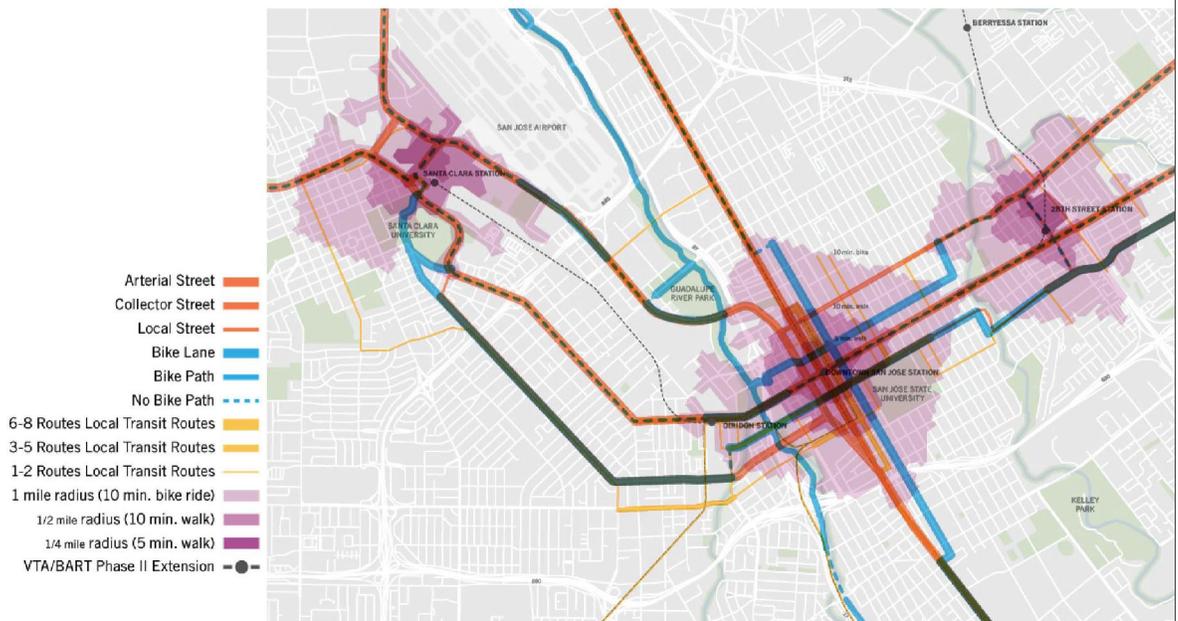
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# TRAVEL MODES



# CORRIDOR ACCESSIBILITY



# Economic Value

Transit as an economic catalyst

- Existing household and employment concentrations
- Planned growth and development
- Affordable housing

THE ALAMEDA, SAN JOSE / IMAGE CREDIT: SPUR



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# EXISTING HOUSEHOLD & EMPLOYMENT CONCENTRATIONS

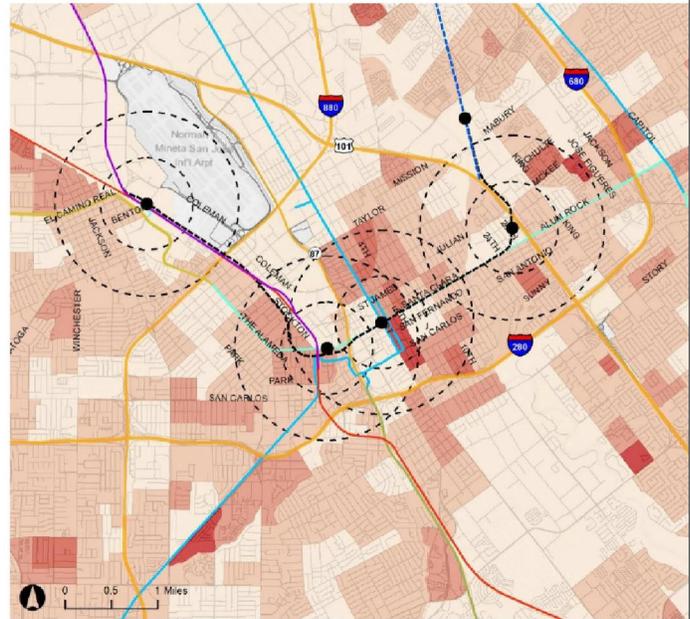


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# EXISTING HOUSEHOLD DENSITIES

## Households Per Acre, 2016

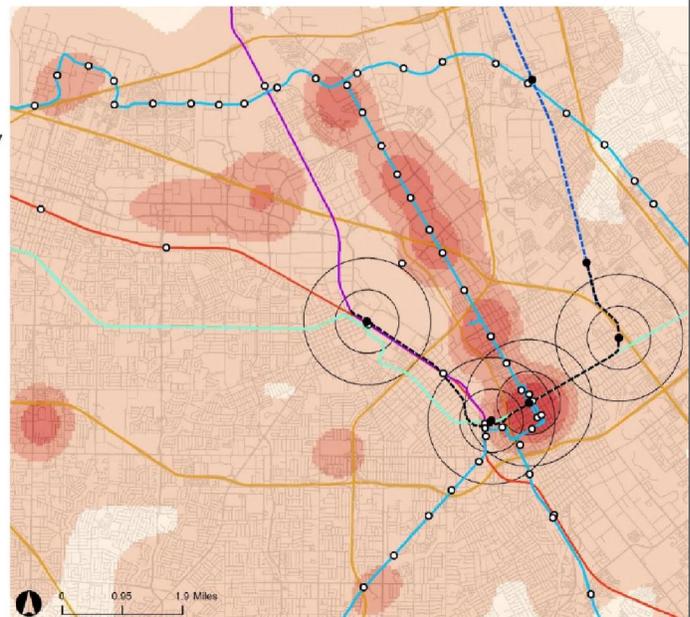
- 0.1 - 3.9
- 4 - 7.9
- 8 - 11.9
- 12 - 15.9
- 16 or more
- BART Extension Stations
- BART Extension Phase I
- BART Extension Phase II
- VTA Light Rail
- VTA Bus Route 522
- Caltrain
- Capitol Corridor



# EXISTING EMPLOYMENT DENSITIES

## Station Area Employment Density

- Jobs Per Square Mile
- Less than 1,000
- 1,000 - 9,999
- 10,000 - 14,999
- 15,000 - 19,999
- Greater than 20,000
- BART Extension Stations
- 0.5 and 1-Mile Radius
- Transit Stations
- BART Extension Phase I
- BART Extension Phase II
- BART
- Caltrain
- VTA Light Rail
- VTA Bus Route 522
- ACE/Capitol Corridor\*
- Highway



# PLANNED GROWTH & DEVELOPMENT

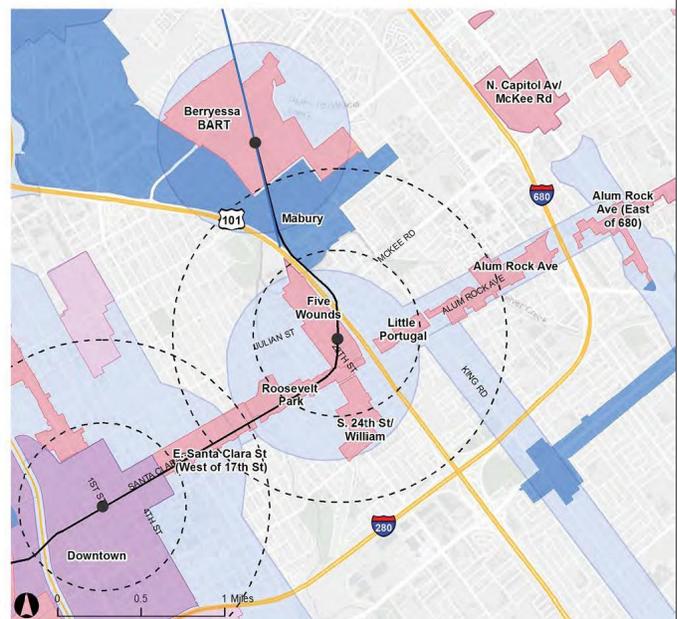


## PLANNED GROWTH AREAS

Alum Rock / 28th Street Station

Urban Villages identified in the San Jose General Plan:

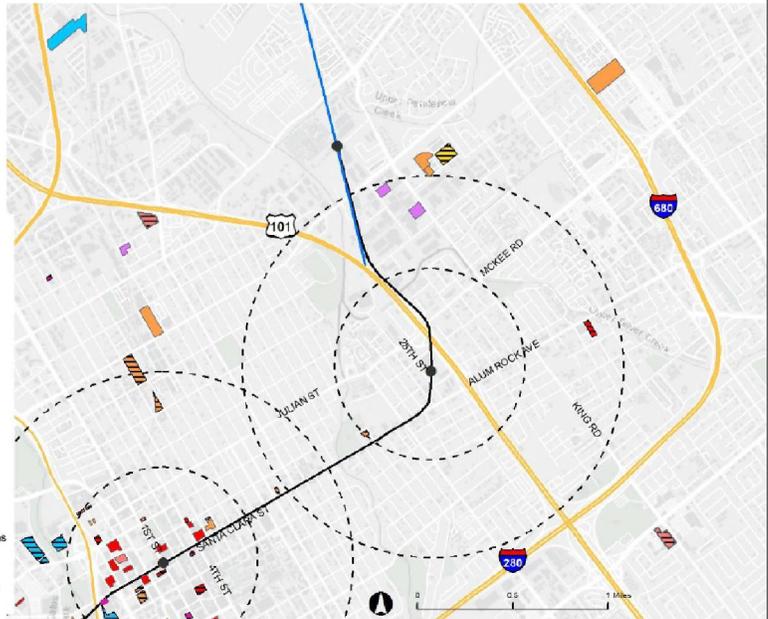
- Five Wounds
- Roosevelt Park
- S 24th St/William
- Little Portugal
- Alum Rock Ave



# RECENT AND PLANNED DEVELOPMENT

*The station area is currently attracting limited development activity.*

- Project Type**
- Single Family
  - Multifamily
  - Mixed Use
  - Retail
  - Office/R&D
  - Hotel
  - Industrial/Warehouse
- Status**
- Pending/Approved
  - Recently Completed/Under Construction
  - Planned BART Stations
  - Phase II Track
  - 0.5 and 1-Mile Radius



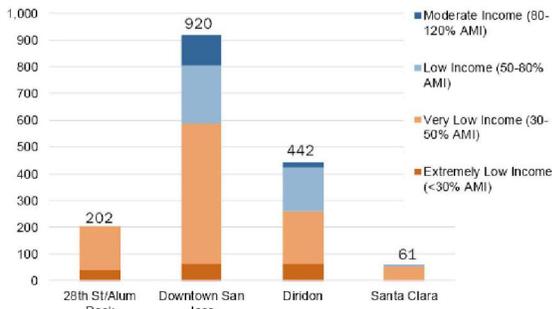
# AFFORDABLE HOUSING



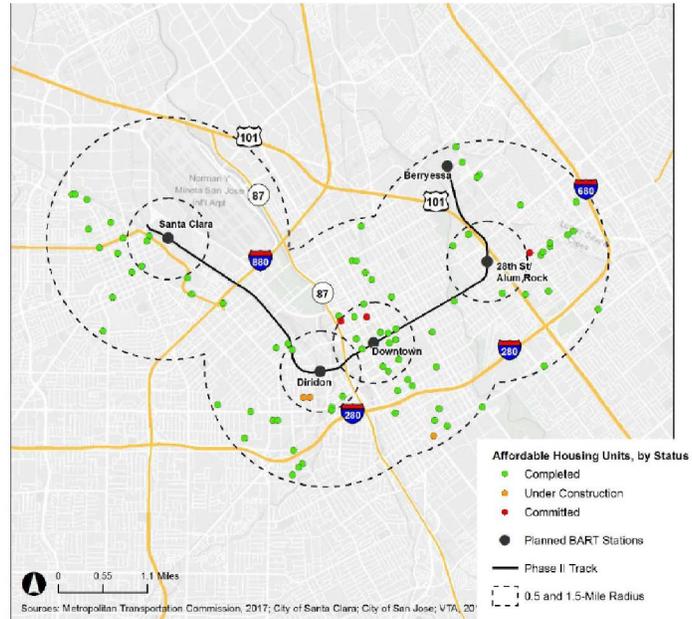
# EXISTING AFFORDABLE HOUSING

*Corridor includes a significant concentration of income-restricted housing.*

EXISTING AFFORDABLE HOUSING IN THE 0.5 MILE RADII AROUND THE STATIONS



\*Includes Completed, Under Construction, and Committed projects.  
Source: City of San Jose, Q4 2017; City of Santa Clara, 2018.



# SAN JOSE'S EXISTING AFFORDABLE HOUSING POLICIES

## EXPANDING SUPPLY

1. Inclusionary housing policy
2. Reduced park impact fees for affordable housing
3. Density bonus ordinance
4. Accessory dwelling unit ordinance

## RENT STABILIZATION AND EVICTION PROTECTIONS

1. Apartment rent ordinance
2. Mobilehome rent ordinance
3. Tenant protection ordinance



# VTA'S AFFORDABLE HOUSING POLICY

# 35%

*of total new residential units built on VTA properties will be affordable to very low income and low income households. Individual projects must provide a minimum of 20% affordable housing.*

Source: VTA TOD Joint Development Policy (2016)



*Solutions that move you* 87

# NEXT STEPS



*Solutions that move you* 88

# NEXT STEPS

- *Complete background conditions report*
- *Develop opportunities + constraints analysis*
- *Next CWG Meeting-September 2018: TOD Potential and Barriers*



## Questions?



# Next Steps

Eileen Goodwin, Facilitator



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## Next Steps

- Next CWG meeting:  
Wednesday, September 12, 2018~4:00-5:30 PM,  
Mexican Heritage Plaza
  - Phase II Update
  - Phase II 2-Year Look Ahead
  - Engineering Update
  - Real Estate Planning Process
  - Construction Education Outreach Plan
  - Transit Oriented Development Strategy & Access Planning Studies Update
  - Government Affairs Update
- Action Items

