

# VTA's BART Silicon Valley Phase II Extension Project

Transit Oriented Communities Strategy Study

San José City Council  
Tuesday, December 10, 2019



# 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.



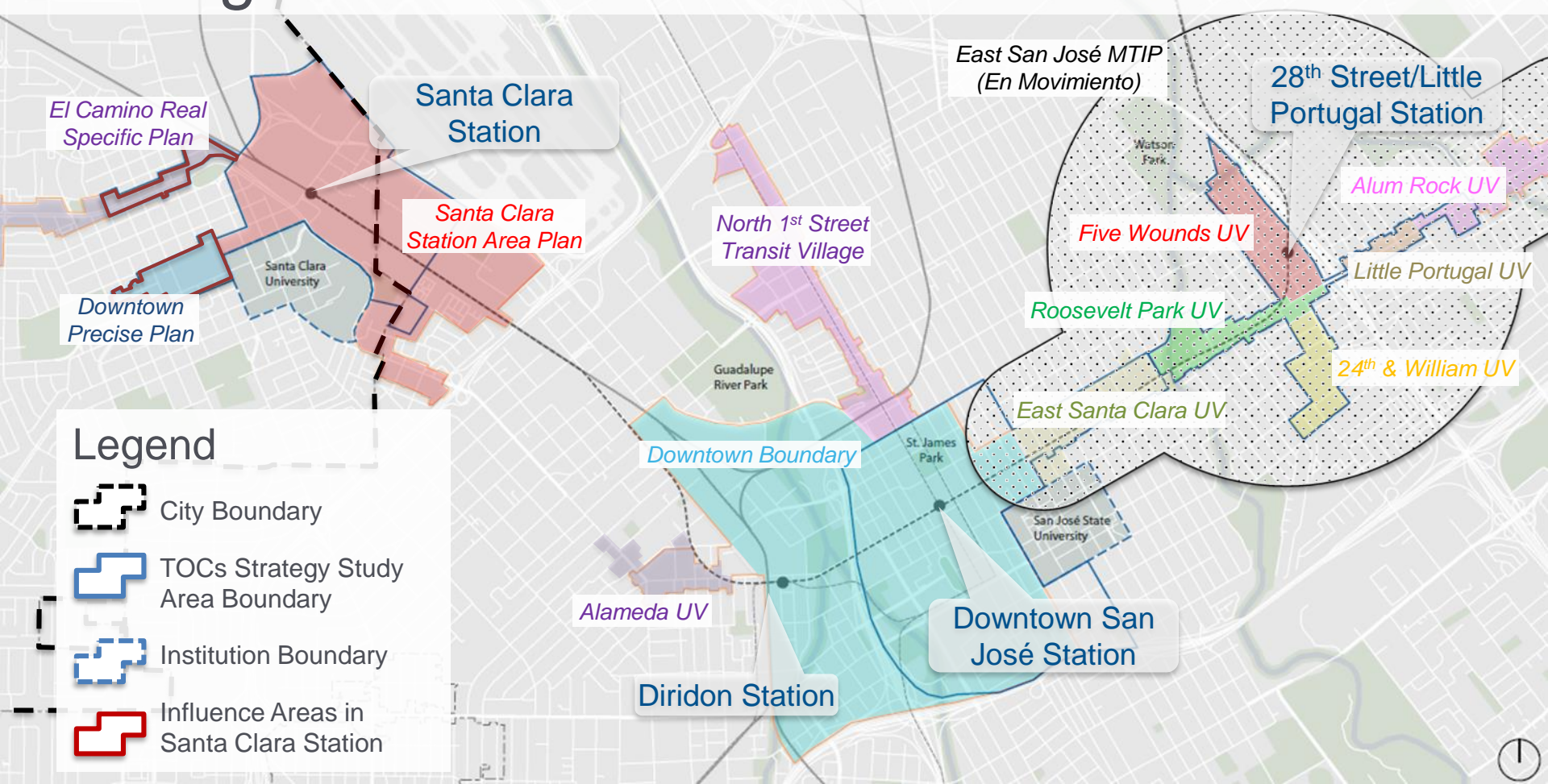
Artist rendering of E. Santa Clara Street, looking west towards Downtown San José Station

# 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 tools are essential for creating successful transit oriented communities.** Specialized transit-oriented development (TOD) zoning and early capital investments can enhance walkability, add open space, and provide financial and regulatory support for affordable housing.



# Planning Boundaries



### Legend

-  City Boundary
-  TOCs Strategy Study Area Boundary
-  Institution Boundary
-  Influence Areas in Santa Clara Station



# TOCs Help Achieve San José's Existing Goals

## City Goals and Initiatives

## Existing City Plans and Policies

Focusing job and housing growth

- *Envision San José 2040 General Plan*

Activating Downtown San José

- *Downtown San José Retail Strategy;*
- *Downtown Design Guidelines*

Creating walkable, bikeable, transit accessible mixed-use neighborhoods around transit

- *San José Urban Village Plans*
- *Climate Smart San José*
- *Better Bikeways Plan for Central San José*
- *En Movimiento Transportation Plan for East San José*

Producing and preserving affordable housing

- *Affordable Housing Investment Plan*
- *Mayor's 5-year Housing Plan*

Supporting small businesses

- *Downtown San José Retail Strategy;*
- *OED business development services*

Transitioning towards green, livable streets

- *Citywide Green Infrastructure Plan;*
- *Complete Streets Design Guidelines;*
- *Vision Zero*



# TOCs Strategy Study Overview

- VTA's BART Phase II is a **once in a century opportunity** to organize growth around the BART station areas and advance the goals of the Cities of San José and Santa Clara through transit oriented communities
- A cohesive transit-oriented development **strategy is essential to obtaining Federal Funding for VTA's BART Phase II Project**
- **Federal Transit Administration funded study** to promote integration of transit and land use
- **Builds on previous land use and multimodal access planning efforts** to develop a holistic approach that maximizes the benefits of TOCs and **recommends financing and implementation tools** to make the vision a reality
- Transit oriented communities will lead to **increased BART and other transit ridership**



# City, Agency, and Stakeholder Engagement

## City and Agency Collaboration was essential for Study's success:

- **20+** Monthly coordination meetings with City staff
- **7** Technical Advisory Group meetings with City, BART, and VTA staff
- **14+** briefings to city council and VTA Board members, regional agencies

## Stakeholder briefings

- **38+** briefings with community organizations and local stakeholders

## Public workshops and presentations

- **12+** Interactive public workshops
- **25+** presentations at VTA's BART Phase II Community Working Groups
- **+** ongoing TOCs Study pop-up events through November 2019



# Key Takeaways from Public Workshops

**Improved bicycle, pedestrian, and transit connections** between the transit stations and key destinations within the station areas

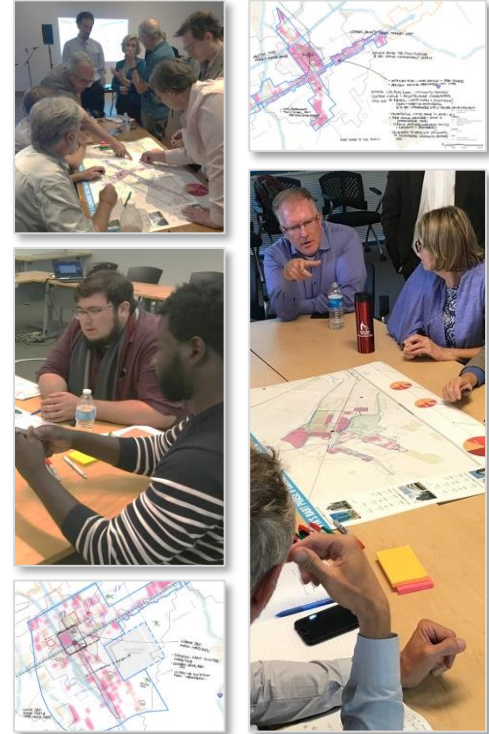
**Provide affordable housing and anti-displacement strategies** for existing residents

**Be sensitive and respectful of existing neighborhood, cultural, and historic context**

**Strengthen community character** by providing public gathering spaces, appropriate ground floor retail, and entertainment uses

**Support existing local and small businesses**

**Develop flexible parking solutions** (e.g. shared parking) to make development more feasible





# 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.

## 28<sup>TH</sup> ST / LITTLE PORTUGAL STATION

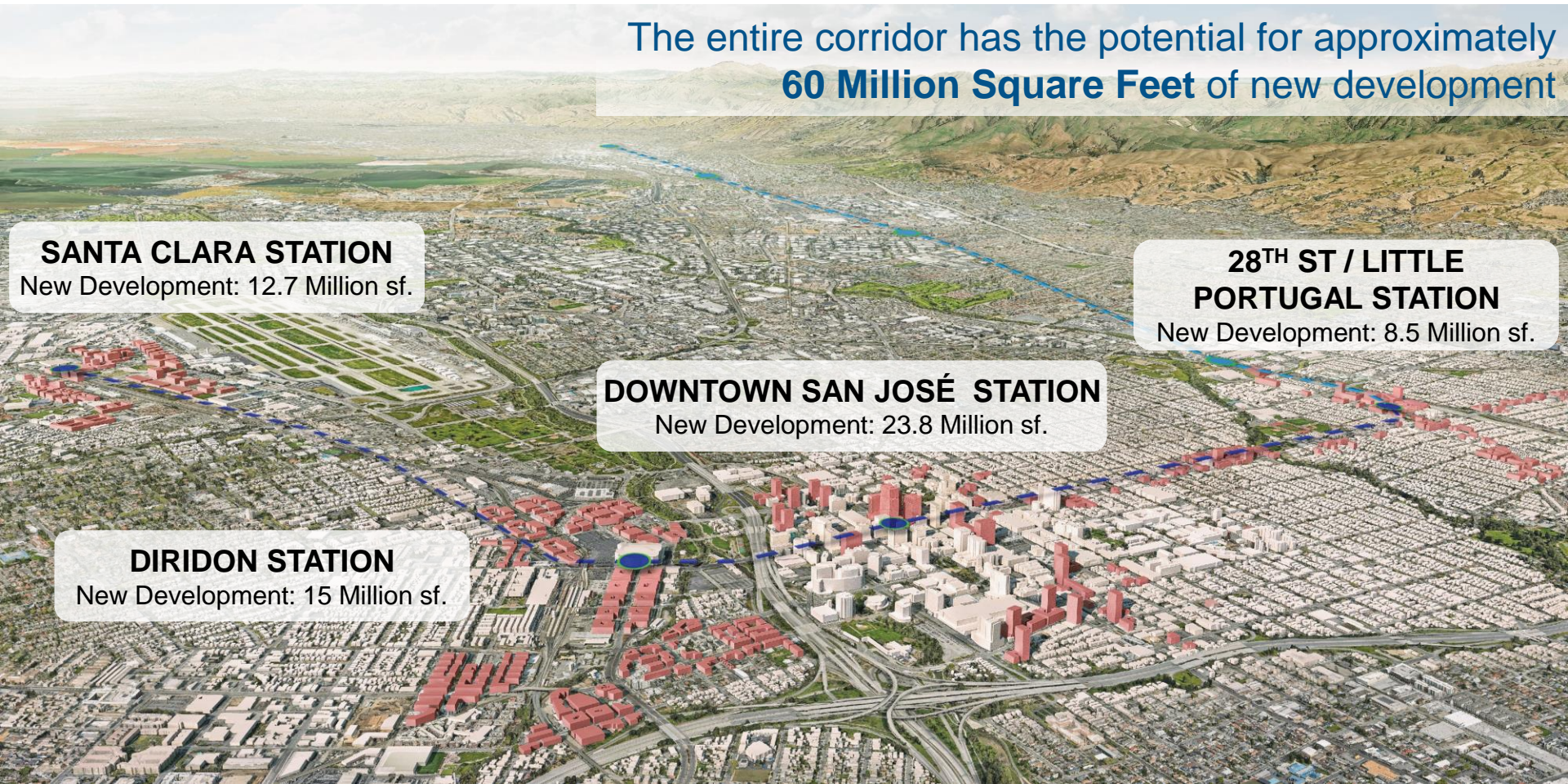
New Development: 8.5 Million sf.

## DOWNTOWN SAN JOSÉ STATION

New Development: 23.8 Million sf.

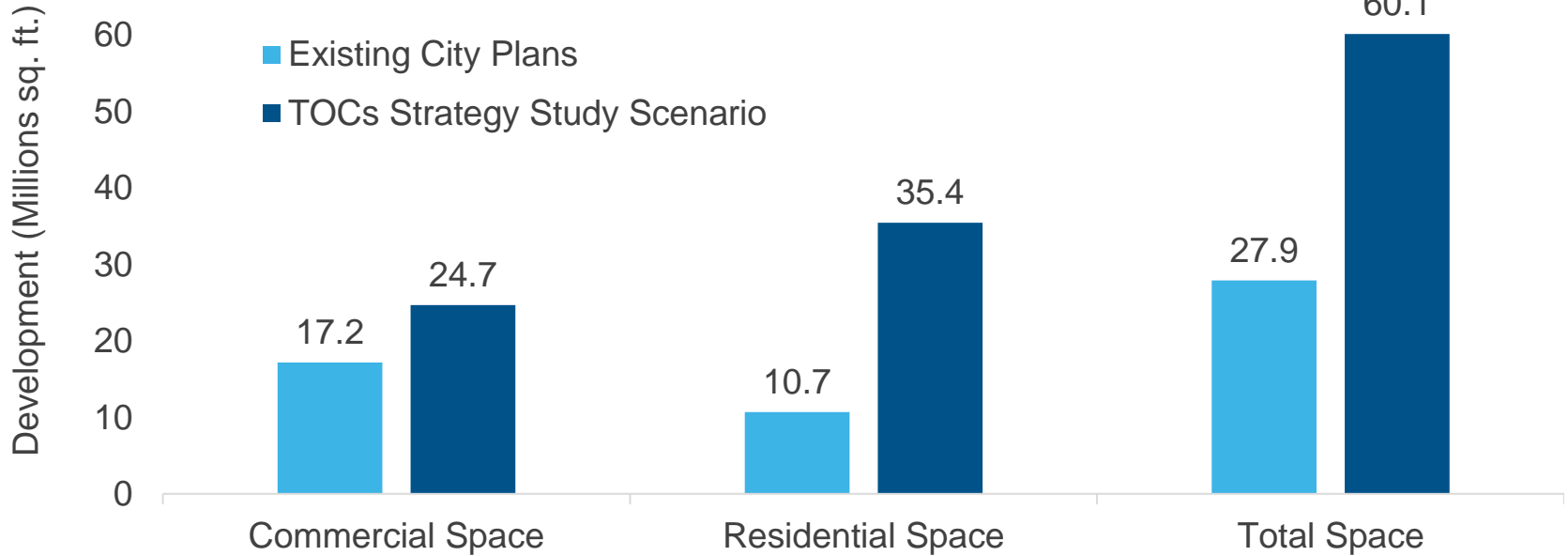
## DIRIDON STATION

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

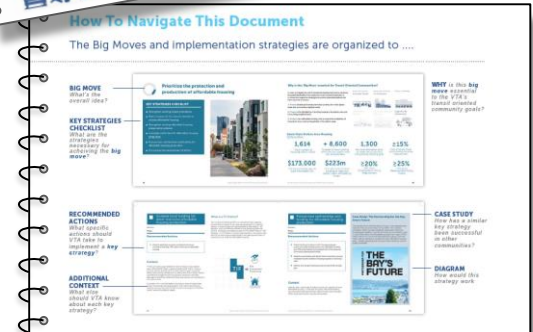
Sources: City of Santa Clara General Plan (2035); Downtown Strategy 2040;  
City of San José Urban Villages plans; Strategic Economics, 2019.



# 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*.

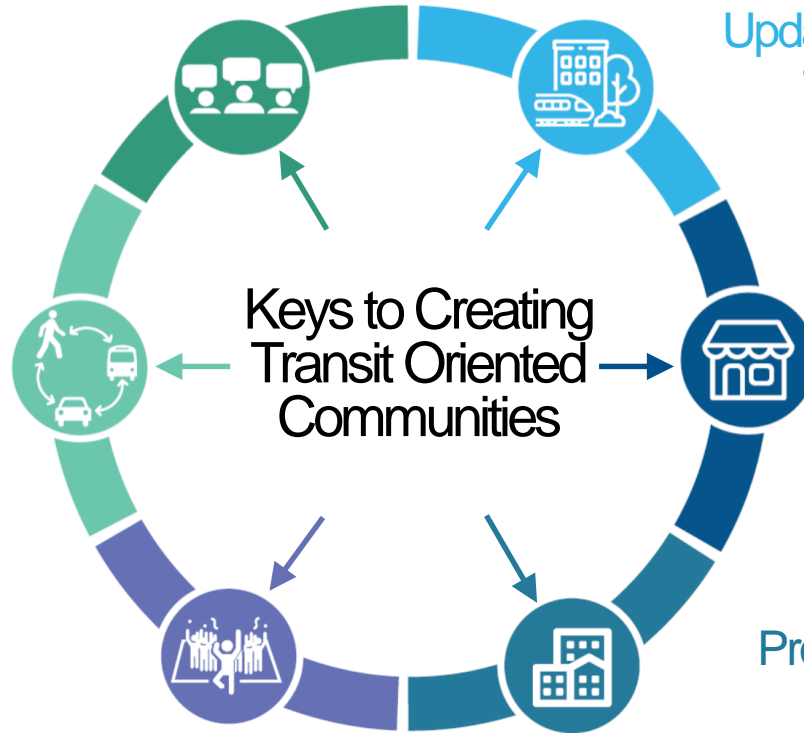


# “Big Moves” Recommended in the Playbooks

Prioritize Funding and Implementation

Improve Access and Establish a Shared Mobility District

Create Great Places and Destinations



Update Land Use to Ensure Good Transit Oriented Communities

Focus Employment, Support Small Business, & Enhance Commercial Areas

Protect and Produce Workforce and Affordable Housing



# TOCs Provide a Funding Framework

- Significant public investment is key to maximizing TOD potential
- Value Capture Districts can be established to help:
  - Fund improvements that allow for increased TOD yield and increased transit ridership
  - Reallocate funds along VTA's BART Phase II corridor to support market for development in station areas that are forecasted for slower growth
  - Fund public benefits desired by cities and communities
  - Create a dedicated funding stream for infrastructure & access improvements, affordable housing, VTA transit, and/or repayment of potential bond issuance

Value capture mechanisms could raise

**\$321 Million**

over the next 20 years to fund:



*affordable  
housing*



*transit  
operations &  
maintenance*



*station area improvements such  
as walking and biking facilities,  
and public space improvements*



# 28th Street / Little Portugal Station

VTA owns or plans to acquire 13.7 acres for construction of station

*Artist Rendering of 28th Street / Little Portugal Station Area from TOCs Strategy Study (Looking north on 28th Street)*



# 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



# Santa Clara Station

VTA plans to develop over the northernmost 1.4 acres of the Newhall Maintenance Facility site

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





# VTA Respectfully Requests the City:

- **Endorse a holistic approach to creating TOCs** in San José 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.

