



Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: Councilmember
Raul Peralez

SUBJECT: SPUR HOLLAND AND FRANCE
STUDY TOUR

DATE: September 18, 2017

Approved

A handwritten signature in blue ink, appearing to be "Raul Peralez", written over a horizontal line.

Date

9/18/17

RECOMMENDATION

Accept the attached travel report from my Chief of Staff, Christina Ramos, on her study trip to Holland and France sponsored by SPUR and the Knight Foundation.

SPUR: Holland and France Study Tour

The City of San José continues to grow as the center of the Silicon Valley. With this prosperity comes real impacts to our housing and transportation. The purpose of this study trip was to learn about how multi-modal transportation, especially rail, can be transformational in a positive way for a city such as ours. As San José begins its process of bringing BART, High Speed Rail, and increased bike sharing to our city, this trip had the benefit of allowing me to envision the possibilities of design infrastructure of transportation within the city. During my time on this study trip I visited three cities and their respective transportation stations – Amsterdam, Lille, and Rotterdam.

Amsterdam



Figure 1: Amsterdam Canal

The city of Amsterdam is the Netherlands' capital. It is a city that is rich in history, yet adapting and modernizing. Due to its history of being a fishing town, Amsterdam is situated on water which creates a unique landscape of canals flowing through the city. Because of its landscape, residents and tourists alike use alternate forms of transportation other than cars; predominately bicycling and boating within the canals.

CENTRAAL STATION

Amsterdam Centraal Station was formerly a railroad station situated outside of the city center. It was an island that was predominately industrial. Today, this station is in the middle of a revitalization which will include an expansion for local, regional, and international travel for up to 300,000 passengers per day. This expansion includes transportation hubs of various kinds such as metro, buses trams, TNC's, taxi, bikes, ferry and rail. Additionally, to add to the economic factor, they looked at the passenger experience while going through the station. Therefore, including retail for pedestrian traffic plays a significant role within station vantage points.



Figure 2: Amsterdam Centraal Station

Design

When envisioning the design for Amsterdam Centraal Station there were specific factors to consider for re-design. Benthemcraw (BNTHMCRWL) architects needed to enrich the surrounding community and the station experience to include open space, wayfinding, and retail, while maintaining the historical elements of the current station to include multimodal areas. Although the station is still under renovation, we were able to see some these elements within the current implementation stage.

The picture to your right shows the open and green space feel of the entrance into the station. Alongside the upper deck there is greenery to provide an outdoor feel and above the glass ceiling provides a natural light. Solar panels in the ceiling spell out "Amsterdam" (as seen in figure 2) and create a sustainable station.



Figure 3: Amsterdam Centraal Station Entrance



Figure 4: Amsterdam Centraal Station Passageway

Historical preservation is one of the factors within the re-design of the station. Currently, the outside façade entrance of the old rail station is being restored, while inside the station elements of its history continue to be represented, such as this passage way shown to the left. This passage way was created to allow for both bicyclists and pedestrians to get through the city as needed, alongside the station. However, on the wall through the tunnel an artist pays homage to Amsterdam's history of being known for its fishing industry with painted blue tiles of fishing ships that start out in a dark blue color and fade out as you continue walking through to represent what is next for this city is still to be determined.

Multi-modal areas

Amsterdam is known for its reliance on bicycling for main transportation use. The station is a hub for all modes of transportation for passengers to travel locally, regionally and nationally. To get into and around the station bike lanes are created for safe travel. Outside the station bike valets surround the open space areas, including the waterfront with waterboat valets for bikes.



Figure 5: Amsterdam Centraal Station Bike Paths and Bike Valets

Additionally, the thought of a passenger's "last-mile" destination from the station is considered. There is space around the station for water taxi's, TNC's, busses, trams and pedestrian paths to get in, thru, and around the station to the any final location a passenger needs to arrive at.

LILLE



Figure 6: City Center of Lille, France

Lille is known for being the former “Rust Belt” of France. Once an old military city, it was filled with warehouses and industrial sites. Lille was known for textile, manufacturing and shipyards. However, with the advocacy and political will of Mayor Pierre Mauroy, High Speed Rail was brought to the city. Today, it is a mid-point for high speed rail connecting Paris, London and Brussels and Lille is the 3rd biggest employment district in France, changing its economy.

EURALILLE STATION

Again, through the advocacy of the former Mayor, this new station, Eurolille, is located within the heart of the city and commissioned to be designed and built through an international design competition. Today, 26 million passengers per year go through this station. Additionally, this station is considered to be a commercial and business center where over 152 companies located within the iconic building with over 14,000 employees, which includes a mixed use of retail and office. Lille continues to be intentional about what gets built in the surrounding area of the station and all buildings are chosen through a competitive design process.



Figure 7: Eurolille Station

Design

The Eurolille station was designed and built from 1989 to 1994 based on an international competition that used an advisory panel for the selection process. This was in part because the old rail station was not of a modern design and this station was to be an iconic symbol connecting the city. The design chosen included open space, retail, art, a concert venue and 4,000 parking spaces.



Figure 8: Eurolille Station Terminal Area

Above you will see the iconic structure of the Eurolille station and building which shows the station entrance and commercial retail center. You will also see the open space area which is more plaza like. However, to the right of the building, which is not pictured, is a greener park space. The picture to the left shows the inside of the station, which relies on natural light to run through, giving the station an open concept. Additionally, the location of ticket kiosks and wayfinding are visible and easily accessible throughout.

ROTTERDAM



Figure 9: Rotterdam Cube House Museum

The city of Rotterdam was almost completely devastated after World War II and ever since the city has been rebuilding. Because of their continuous reconstruction since the war, Rotterdam has gained a reputation for having modern and innovative architecture, such as the Cube house museum. Presently, Rotterdam is working toward the redevelopment of their railways, moving the rail underground while making space at-grade level for more real estate and land use. During our visit to Rotterdam we were able to visit two of their stations.

ROTTERDAM STATIONS

The two stations visited were Spoorzone Delft and Centraal Station. Both stations were recently refurbished and modernized to create a more vibrant and urban space within the city.

Spoorzone Delft

This station is the first station in which we arrived. Similar to many of the stations throughout Holland, this is another station going through an exciting transformation. Spoorzone Delft was a former at-grade rail line that was moved to underground in order to create more land use opportunities in the area. This station has already moved their platforms and trains underground and will soon have city offices built at-grade, on top of the station. Currently what surrounds the station is many other offices and green and water spaces. Above, you will see the Rotterdam Cube House which is directly outside of the Delft station.

Centraal Station



Figure 10: Rotterdam Centraal Station (Main Entrance)



Figure 11: Rotterdam Centraal Station (Neighborhood Entrance)

Rotterdam Centraal Station is a newly renovated station. During the construction of this station, it was important that the station remain functional, therefore, it was worked on in phases to retain accessibility and operations. The design of this station was of major importance to all stakeholders and was designed to ensure the station created an inclusiveness to each side it faced within the city. The reason for this was due to the fact that the old station divided each side of the city, making each side feel excluded from each other. With input from both community and stakeholders, the station no longer severs the two sides of the city, but has a unified design. As you will see from the pictures, this station has entrances from each side of the city, that makes the station feel inclusive to the communities in which it resides. Today, the station still has elements of the former station. Both the signs and clock are some of the historical elements of the station which were important to the community and stakeholders.

Within this new station the passenger experience was also an important factor. Like the Amsterdam Station, retail and bike valets, along with other amenities were accommodated into

the station. Additionally, local transportation is highly accessible for the last mile destination, such as bus, metro and tram.

OVERVIEW

First, I'd like to thank SPUR and The Knight Foundation for the opportunity provided to all of us who attended and for putting together a full agenda of new learning experiences. Being able have the real world experience of each of these stations and learning how they were developed, modernized, and transformed with multiple stakeholder involvement was appreciated. Another huge thanks to our hosts and speakers throughout our time there to provide their expertise.

My trip brought home some lessons learned. One, having a main transportation station can transform a city's community through economic development and lifestyle enhancement. The economic development comes from allowing accessible entrance into the city so that people can work and play. Additionally, both interior and exterior to stations spurs business development, from retail to office space, allowing for more job creation. Lifestyle enhancement comes based on the amenities a station can have, from multimodal transportation to open public space areas. Although there are many stakeholders in design and development of a station, from transportation authorities to community leaders, together big goals can be accomplished, as long as everyone can keep an open mind and understand that *you may not get everything you want, but you will get more than you expect.*

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