

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.



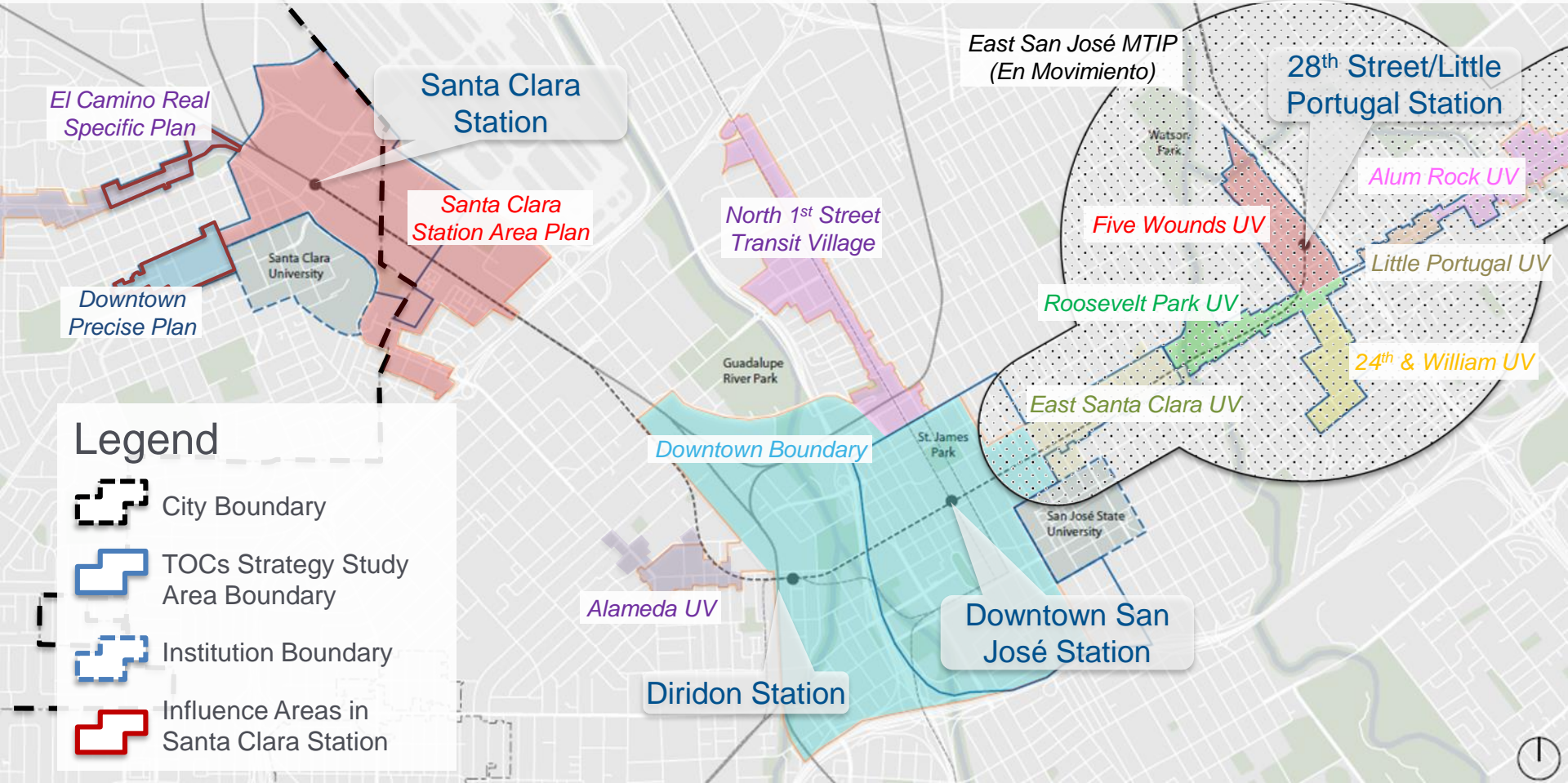
Artist rendering of E. Santa Clara Street, looking west towards Downtown San José Station

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



TOCs Help Achieve San José's Existing Goals

City Goals and Initiatives	Existing City Plans and Policies
Focusing job and housing growth	<ul style="list-style-type: none">• <i>Envision San José 2040 General Plan</i>
Activating Downtown San José	<ul style="list-style-type: none">• <i>Downtown San José Retail Strategy;</i>• <i>Downtown Design Guidelines</i>
Creating walkable, bikeable, transit accessible mixed-use neighborhoods around transit	<ul style="list-style-type: none">• <i>San José Urban Village Plans</i>• <i>Climate Smart San José</i>• <i>Better Bikeways Plan for Central San José</i>• <i>En Movimiento Transportation Plan for East San José</i>
Producing and preserving affordable housing	<ul style="list-style-type: none">• <i>Affordable Housing Investment Plan</i>• <i>Mayor's 5-year Housing Plan</i>
Supporting small businesses	<ul style="list-style-type: none">• <i>Downtown San José Retail Strategy;</i>• <i>OED business development services</i>
Transitioning towards green, livable streets	<ul style="list-style-type: none">• <i>Citywide Green Infrastructure Plan;</i>• <i>Complete Streets Design Guidelines;</i>• <i>Vision Zero</i>



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.

28TH ST / LITTLE PORTUGAL STATION

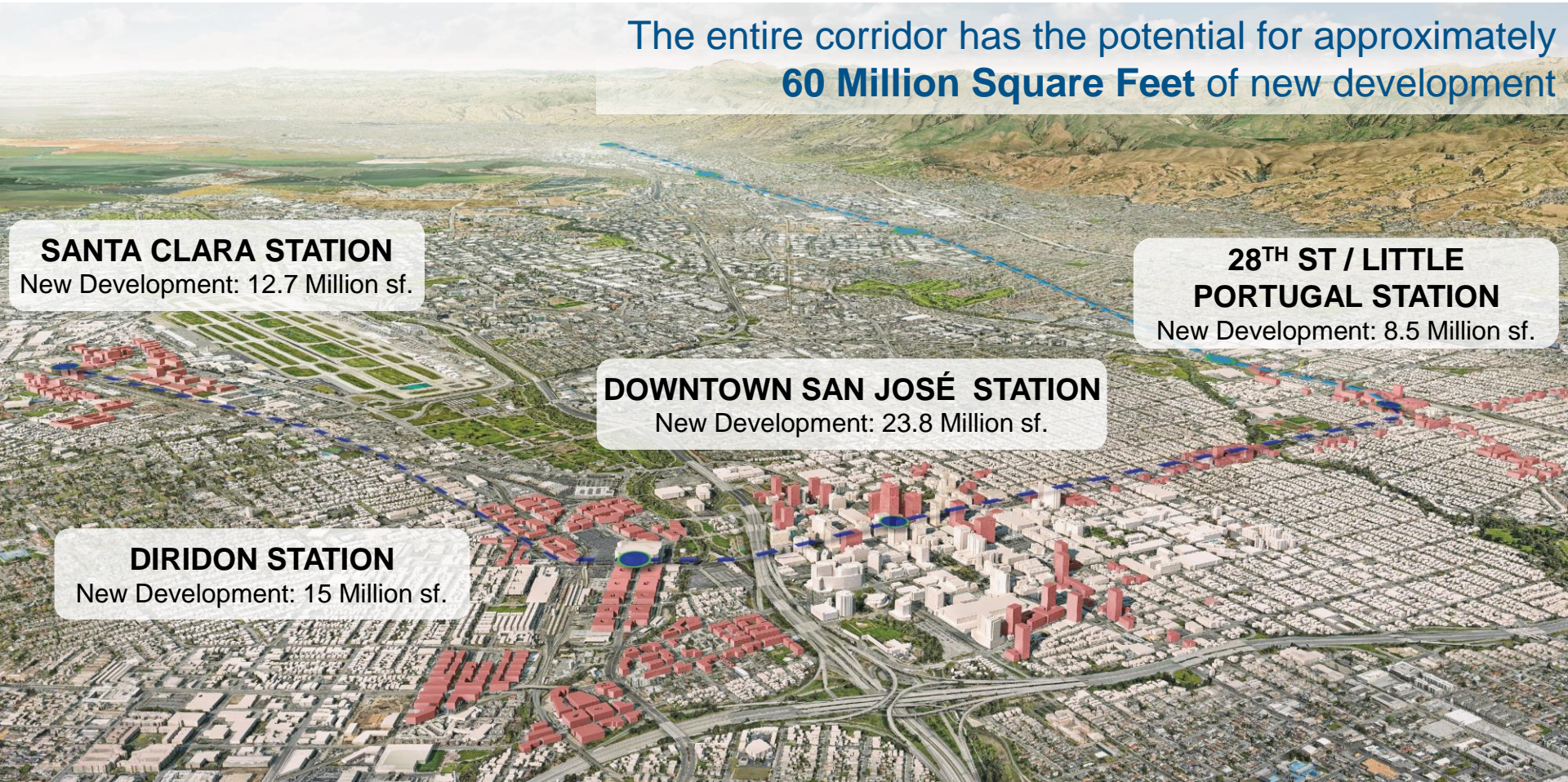
New Development: 8.5 Million sf.

DOWNTOWN SAN JOSÉ STATION

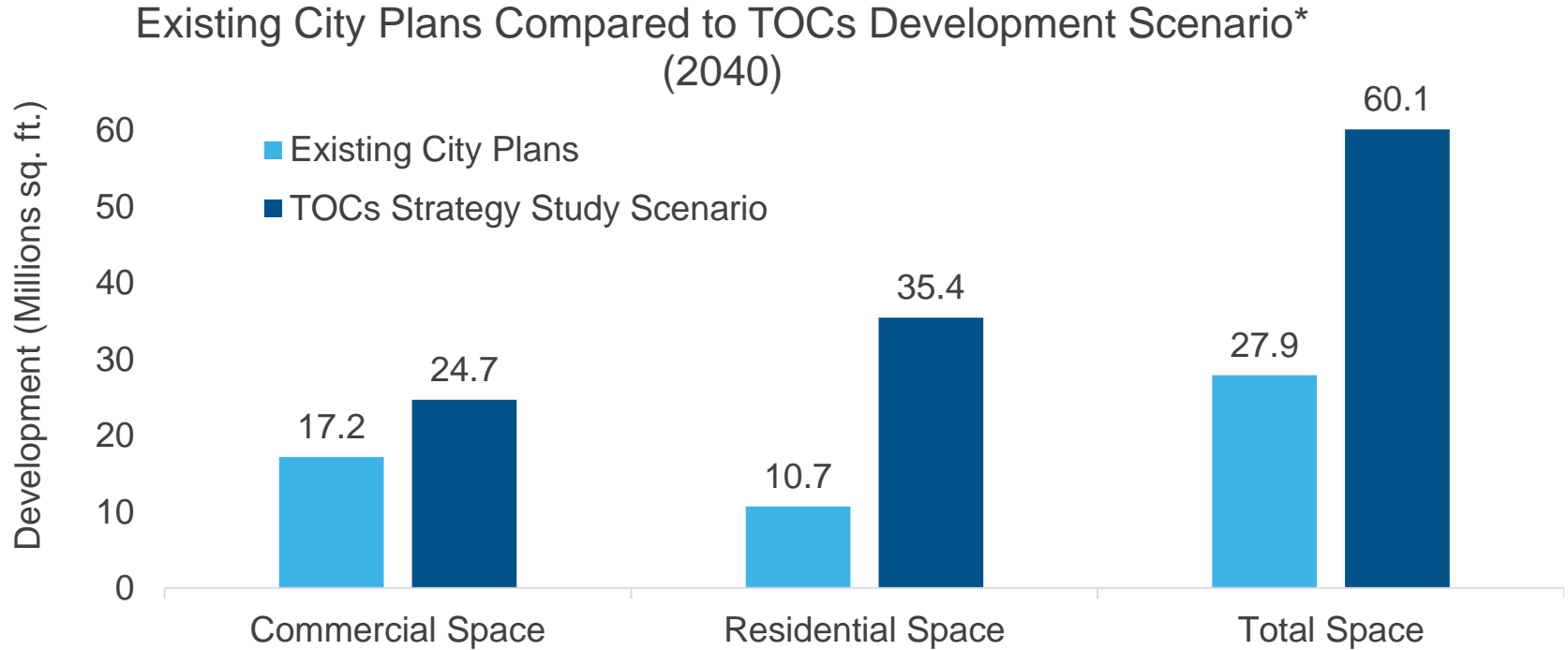
New Development: 23.8 Million sf.

DIRIDON STATION

New Development: 15 Million sf.



The Opportunity for Growth is Transformative



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

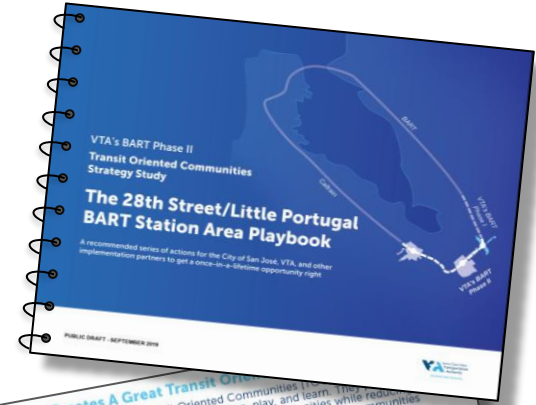
Sources: City of Santa Clara General Plan (2035); Downtown Strategy 2040;
City of San José Urban Villages plans; Strategic Economics, 2019.



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*.

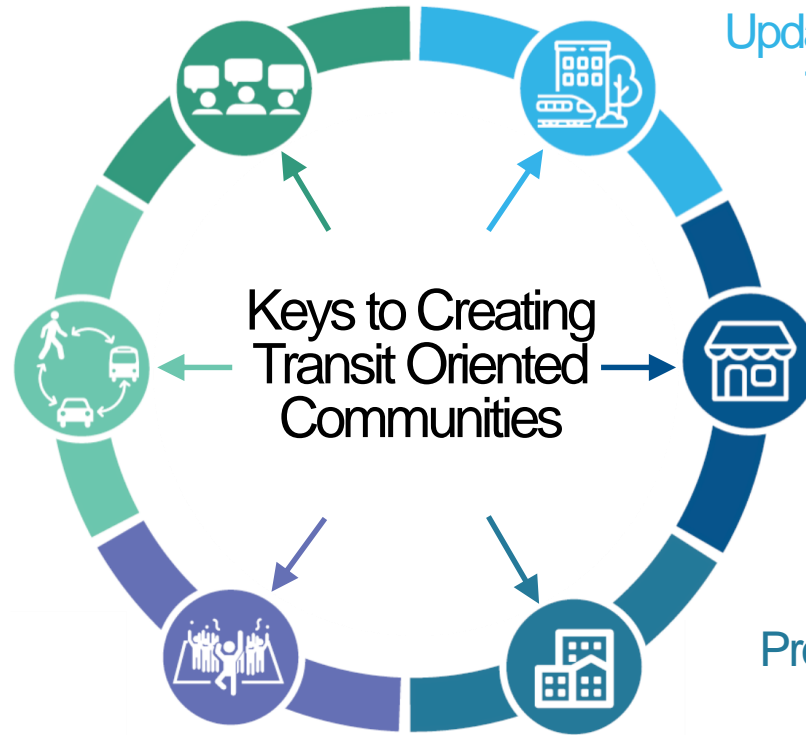


“Big Moves” Recommended in the Playbooks

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.

