

## Community Working Group Workshops - Workshop Summary September 11-13 2018

### TOD Corridor Strategy and Access Planning Study

With VTA's BART Phase II TOD Corridor Strategies and Access Planning Study (the Study), VTA seeks to build upon existing transportation and land use plans and policies, and provide advanced analysis and recommendations to inform future TOD policy adoption and implementation, including land use, development and transportation mobility.

The Study is comprised of three major tasks: Background Conditions; Corridor Opportunities and Constraints; and Implementation Strategies and Tools. The resulting information and proposed strategies will be compiled into a Final Report, available in the spring of 2019.

Working with the cities of San José and Santa Clara, as well as BART, the approximately 15-month study that began in February 2018 is focusing on feasible and implementable land use strategies and financing tools to maximize transit ridership and TOD at the three future BART Stations (Alum Rock/28th Street Station, Downtown San José Station, and Santa Clara Station) and the corridor between them. The Study will also provide specific recommendations to enhance access to the stations and TODs in and around the station corridor.

### Workshop Introduction

On Tuesday, Wednesday and Thursday, September 11th, 12th and 13th 2018, VTA hosted workshops following the ongoing established Community Working Groups (CWGs) to discuss various elements of transit-oriented development (TOD) and gather input from workshop participants. The workshops focused on the three station areas included in VTA's BART Phase II Corridor TOD/Access Study: San José 28th Street/Alum Rock, San José Downtown and Santa Clara. The workshop sessions were led by members of the consultant team; Perkins+Will (architects and urban designers), Strategic Economics (economists and market analysts), with VTA staff overseeing the consultant team. Apex Strategies facilitated the three workshops.

### Workshop Purpose

The purpose of the workshops was to provide a forum for participants to understand and discuss the Opportunities and Constraints analysis and findings of the TOD consultant team. Participants were also asked to review and provide input on the proposed opportunity sites and potential land uses and densities, and any related station access issues. The materials presented and tabled were developed by the consultant team and VTA.

### Workshop Format

The three TOD/Access Study workshops immediately followed VTA's formal BART Phase II CWG meetings which concluded at 5.30pm. The workshops lasted approximately one-hour each, commencing with a 20-25 minute

slide presentation on the analysis and findings of the Opportunities and Constraints phase of the TOD study. Following the presentation, small groups were formed for 30-minute break-out exercises, which ended with brief report-outs to the larger group, except for Santa Clara, where participants convened as a single group.

The break-out sessions were facilitated using large maps that depicted the proposed station areas, development zones and opportunity sites identified for the Study. Members of the TOD consultant team and VTA facilitated discussions about the opportunities and constraints with a particular focus on hearing about site-specific characteristics from members of the public who were very familiar with the station areas and individual opportunity sites.

Summary notes from each of the three workshops are included below, in the order the workshops occurred, along with scans of the opportunity sites maps, as marked-up during the break-out discussion.

### Workshop Attendance and Participation

#### **September 11<sup>th</sup>- Downtown San José Station**

- Approximately 16 people participated in the workshop.
- Workshop participants included Downtown CWG members, community members, and technical staff from the City of San José.

#### **September 12<sup>th</sup>- Alum Rock/28<sup>th</sup> Street Station**

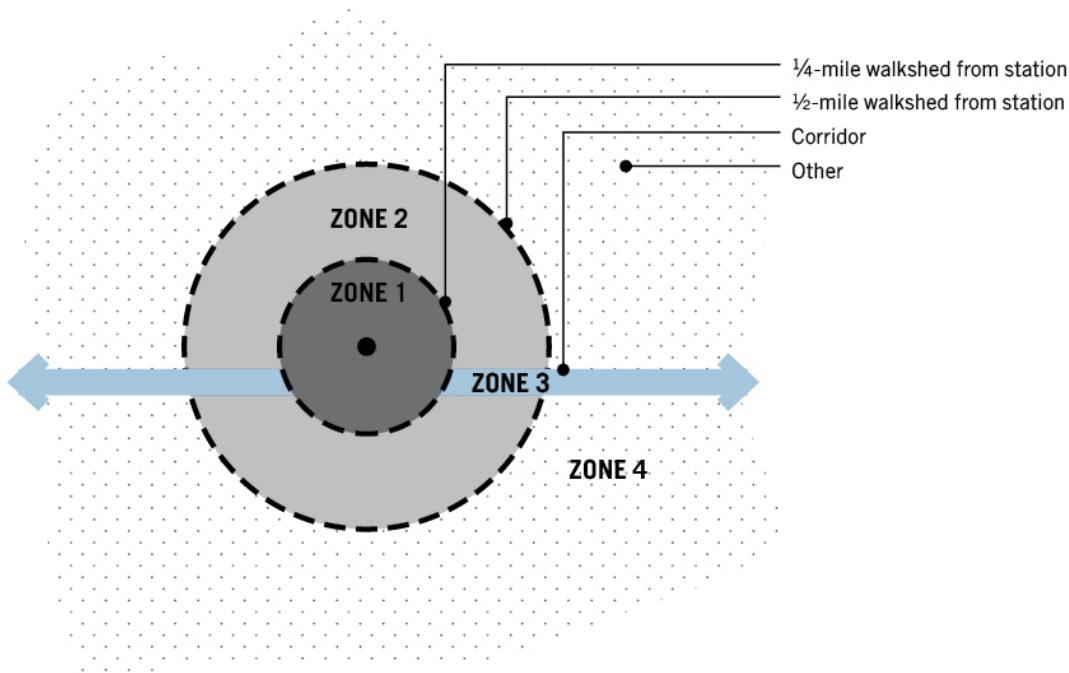
- Approximately 16 people participated in the workshop.
- Workshop participants included Alum Rock/28<sup>th</sup> Street CWG members, community members, and technical staff from the City of San José.

#### **September 13<sup>th</sup>- Santa Clara Station**

- Approximately 10 people participated in the workshop.
- Workshop participants included Santa Clara CWG members, community members and technical staff from the City of Santa Clara.

### Summary of Breakout Discussions

The TOD consultant team introduced the concept of different zones for framing the discussion about the range of different uses and intensities of development. As a guiding principle for assigning the appropriate building types to specific parcels, the density zone map prioritizes highest development densities within ¼-mile walking distance from the station, shown below as Zone 1. Zone 2 prioritizes medium development densities, while Zone 4 is dedicated to the lowest development densities amongst the building types, furthest away from the Station. Zone 3 represents the corridor and prioritizes medium densities, similar to Zone 2, and emphasizes ground floor uses such as retail, restaurants and cafés which will help activate the corridor.



<b>Downtown Station – September 11, 2018</b>	
Topics Raised/Discussed –GROUP 1	Topics Raised/Discussed–GROUP 2
<p><u>GENERAL OBSERVATIONS OF GROUP DISCUSSION, ARRANGED BY GENERAL TOPIC</u></p> <p><u>HEIGHT</u></p> <ul style="list-style-type: none"> <li>Attendees suggested a sensitive, site-specific, approach should be deployed to the historic and low-density residential single-family home context throughout the study area.</li> <li>Special attention should be dedicated to the Hensley Historic District and Santa Clara Street east of Downtown San José BART Station. For these areas, a maximum building height of 6 floors was suggested, with building height “stepping down” as it approaches the existing low-rise context.</li> <li>Attendees suggested allocating taller, denser buildings on opportunity sites that are located next to CA-87, between Carlisle Street and Devine Street, and next to the Guadalupe River Trail, between San Carlos Street and I-280.</li> </ul> <p><u>USES AND COMMUNITY CHARACTER</u></p> <ul style="list-style-type: none"> <li>New development should minimize the impact from shadows.</li> <li>The SOFA district, currently has an active street environment. New development should capitalize and support its existing businesses.</li> </ul> <p><u>DENSITY</u></p> <ul style="list-style-type: none"> <li>The workshop attendees agreed with the team’s proposed approach to densities and building heights tapering off from Zone 1 to Zone 4 but suggested that a few individual opportunity sites should accommodate greater development capacities.</li> <li>Attendees also identified greater development opportunity in the SOFA district and proposed densities and building height above the Zone 4 category. The SOFA district would also</li> </ul>	<p><u>GENERAL OBSERVATIONS OF GROUP DISCUSSION, ARRANGED BY GENERAL TOPIC</u></p> <p><u>HEIGHT</u></p> <ul style="list-style-type: none"> <li>Attendees noted that more high-rise residential in downtown is acceptable but it should be accompanied with ground floor retail amenities, not just bars and restaurants. University Avenue in Palo Alto was cited as being a good example for its rich mix of retail.</li> <li>Attendees felt that high-rise and high density development along freeway corridors, the Santa Clara Street corridor and along the Guadalupe Trail is acceptable. Smaller scale infill (2-4 home townhome and low-rise apartments) was preferred in existing residential neighborhoods. New commercial buildings should be avoided in existing and historic residential neighborhoods (Horace Mann, Naglee Park, South University).</li> <li>Attendees noted that land alongside freeways is a prime location for high rise residential and commercial development.</li> </ul> <p><u>USES AND COMMUNITY CHARACTER</u></p> <ul style="list-style-type: none"> <li>Attendees acknowledged and respected the importance of the history of the existing residential neighborhoods like Horace Mann and South University.</li> <li>Attendees felt commercial development should be concentrated north of San Carlos Street along First Street.</li> <li>Attendees stated a preference for downtown commercial development, targeting a diverse employee base and a good mix of jobs.</li> <li>High rise office should be prioritized between St. John Street and San Fernando Street, from Almaden Boulevard to 4<sup>th</sup> Street. Density should be concentrated around 1<sup>st</sup> Street and Santa Clara Street</li> </ul> <p><u>CONNECTIVITY AND ACCESS</u></p> <ul style="list-style-type: none"> <li>Attendees expressed a desire for better mid-block linkages connecting San José</li> </ul>

<p>benefit from more mixed-use and affordable residential development (some is currently planned).</p> <ul style="list-style-type: none"> <li>Attendees agreed on allocating the highest densities and tallest buildings on the VTA Block in Downtown San José</li> <li>Attendees also noted that, while high density development is desirable, it is equally important to preserve a diversity of building types.</li> </ul>	<p>State University campus to the Downtown BART Station and Plaza de César Chávez.</p>
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**Alum Rock/28<sup>th</sup> Street Station – September 12, 2018**

Topics Raised/Discussed –GROUP 1	Topics Raised/Discussed-GROUP 2
<p><u>GENERAL OBSERVATIONS OF GROUP DISCUSSION, ARRANGED BY GENERAL TOPIC</u></p> <p><u>HEIGHT</u></p> <ul style="list-style-type: none"> <li>Attendees stated that proposed TOD should be consistent with previous planning efforts with specific regards to height limits as expressed in the Urban Villages plans.</li> <li>Attendees suggested allocating taller, denser buildings on opportunity sites that are located the Five Wounds Trail. Safety along the trail can improve through new development and more “eyes on the streets”.</li> <li>Special attention should be dedicated to small parcels along Santa Clara Street that are in close proximity to existing low-rise structures; new development should range from 4 to 6 floors.</li> <li>For larger opportunity sites, a maximum building height of 6 floors was suggested, with building massing “stepping down” as it approaches the existing low-rise context.</li> <li>Participants have identified opportunity sites that are suited for development up to 6 floors as follow: <ul style="list-style-type: none"> <li>North of Santa Clara between 21st Street and 24th Street</li> <li>South of Santa Clara between 28th Street and 30th Street</li> <li>South of Santa Clara between McCreery Street and King Road</li> </ul> </li> </ul>	<p><u>GENERAL OBSERVATIONS OF GROUP DISCUSSION, ARRANGED BY GENERAL TOPIC</u></p> <p><u>HEIGHT</u></p> <ul style="list-style-type: none"> <li>A discussion about building height elicited mixed responses with both a general acceptability of taller buildings near the station, whereas buildings nearer the Five Wounds Portuguese National Church should be respectful of its height. There were mixed feelings about whether or not surrounding buildings should exceed the church height.</li> </ul> <p><u>CONNECTIVITY AND ACCESS</u></p> <ul style="list-style-type: none"> <li>Improved bike and pedestrian access on the streets is desirable. Attendees suggested the new dedicated BRT lane on Santa Clara Street could possibly be reconfigured for overall better multi-modal connectivity.</li> </ul> <p><u>ART</u></p> <ul style="list-style-type: none"> <li>Attendees suggested City staff and private developers should work with the community to integrate community-desired art.</li> </ul>

DENSITY

- Attendees agreed on allocating the highest densities and tallest buildings in closest proximity to the Alum Rock / 28<sup>th</sup> Street BART station. New development should be respectful of the existing architectural character and should be particularly sensitive to the Five Wounds Portuguese National Church.
- Attendees generally agreed with the team's proposed approach to densities and building heights tapering off from Zone 1 to Zone 4, but suggested a few sites that should accommodate greater development capacities.
- Attendees felt that development intensity should be sensitive to historic and low-density neighborhoods throughout the study area.

USES AND COMMUNITY CHARACTER

- View corridors to the church as well as natural sunlight to open space and trail should be preserved.
- Participants suggested the following edits to the Opportunity Sites Map:
  - Include underutilized parcels located between Santa Clara Street and Coyote Creek
  - Include the proposed Roosevelt apartment/First Community Housing located along Santa Clara and adjacent to Roosevelt Park
  - Include the proposed Queztlal Gardens development on 1695 Alum Rock Avenue
- New development should accommodate as much retail and active ground floor uses as possible throughout the Study Area, while protecting light industrial uses that are not in conflict with good TOD.
- The city should evaluate the introduction of Production, Distribution and Repair (PDR) land use designation.

DENSITY

- Attendees expressed a desire to see higher density development near the proposed BART Station.

USES AND COMMUNITY CHARACTER

- Attendees felt that office uses should be prioritized in Zones 1 and 2.
- Development around the church should complement the church and draw inspiration from its style and character
- Developments along the Five Wounds Trail should step down to maintain its feeling of openness.
- Attendees suggested big-box retail should be integrated within the taller developments, with the potential for the lowest two stories of a building to be retail. There was a stated need for grocery stores in the neighborhood.
- Affordable housing was stated to be a priority, focused primarily along Santa Clara Street and 28th Street.
- Attendees expressed a desire for a central community gathering space located wherever it makes most sense within the Station Area.
- Attendees felt there should be a strong focus on anti-displacement strategies for both residents and businesses.

**Santa Clara Station – September 13, 2018**

Topics Raised/Discussed- (One Group Only)

GENERAL OBSERVATIONS OF GROUP DISCUSSION, ARRANGED BY GENERAL TOPIC

HEIGHT

- Attendees suggested allocating taller building typologies on opportunity sites that are located between El Camino Real and the existing rail alignment. Participants expressed their concern about high-rise residential development feasibility, as currently there is not a market for such development in the Santa Clara Station Study Area.
- In the downtown Santa Clara area, parcel ownership is fragmented. Although many small size parcels are adjacent to each other, assembling them into larger development sites is a challenge. New development that is sensitive to the existing low-rise context is encouraged. In this area, small parcels that are in close proximity to existing low-rise structures should be developed up to 4 floors with retail and active uses on the ground floor. Massing above podium should be set-back in order to minimize the visual impact and gradually transition to the existing context.
- For larger opportunity sites, a maximum building height of 6 floors is suggested, with building massing “stepping down” as it approaches the existing low-rise context.
- The community has expressed a desire for buildings no more than 4-5 stories in Downtown, but taller building may be appropriate closer the University. A similar approach was suggested along El Camino Real, west of the future Santa Clara Station, where opportunity sites are shallow and surrounded by a prevailing single family home context.

DENSITY

- The workshop attendees agreed with the team’s proposed approach to densities and building heights tapering off from Zone 1 to Zone 4 but suggested that existing opportunities and constraints should inform a more tailored distribution of future massing.
- Opportunity sites located between Coleman Ave. and San José International Airport should be developed to the highest capacity allowed by the FAA height limits. An analysis of ground contamination may be necessary due to the light industrial uses that have been allocated in this area. In this area residential uses may not be compatible with the airport noise and air quality levels. Hotels serving the airport and new businesses was indicated as a compatible development for this area.

USES AND COMMUNITY CHARACTER

- In downtown Santa Clara, the community envisions an environment similar to Downtown Campbell or Downtown Mountain View, with significant ground floor retail and entertainment uses.
- Participants discussed shared parking to serve downtown and make small scale development more feasible; also would like to see a trolley to the BART station (also serving the University).
- A small boutique hotel was also proposed in the downtown area.
- Participants noted that on El Camino Real, shallow parcels are a major challenge for development. Strategies such as shared parking to help make development more feasible were suggested.
- Participants suggested that the area currently occupied by Bayfresh Greenery should be redeveloped to accommodate uses that are more compatible with the local residential character such as new work-force housing and offices.

- Shared parking strategies and future adaptive reuse opportunities for parking structures should be explored, particularly in close proximity to the future Santa Clara Station and along El Camino Real, west of the future station.
- Attendees asked the team to edit the Carmelite Monastery in the Opportunity Sites Map.
- Attendees expressed the need for a holistic approach that integrates current and future planning and development efforts in and around the Station Area, including transportation, growth, and phasing.

#### CONNECTIVITY AND ACCESS

- Workshop participants acknowledged that accessibility is one of the main challenges of the Santa Clara Station Study Area. Visual and physical barriers such as the San José International Airport, the existing rail alignment, the Coleman Avenue/De La Cruz Blvd flyover, and street interchanges have a major impact on future development.
- In order to improve accessibility, a bicycle and pedestrian connection should be established between the existing Guadalupe trail and the future Santa Clara Station. Furthermore, in order to improve accessibility and overcome the impact of existing and future transit infrastructures, development over the existing rail alignment was suggested