

# VTA's BART Silicon Valley Phase II Extension Project

TOD Strategies and Access Planning Study

November CWG Workshop



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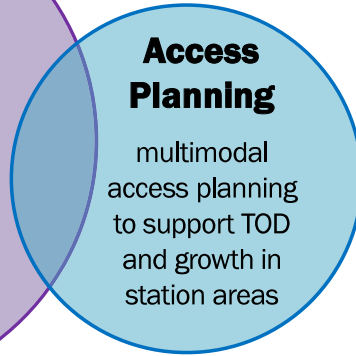
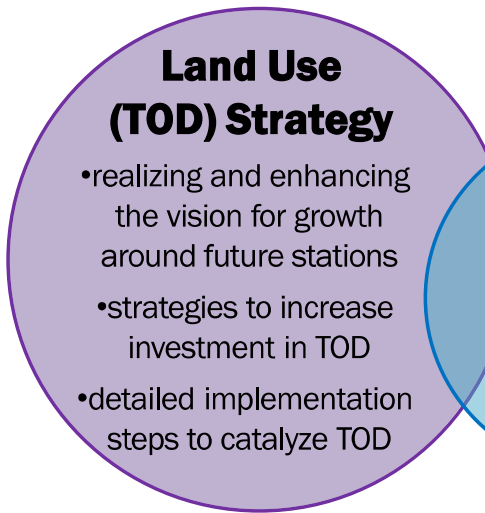
## Why are we here today?

Today we're here to...

- ... provide an update on where we are in the study
- ... clarify the purpose of this study
- ... summarize input we've received from you so far
- ... address factors inhibiting success of TOD
- ... get your support on the direction we're going

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# study overview

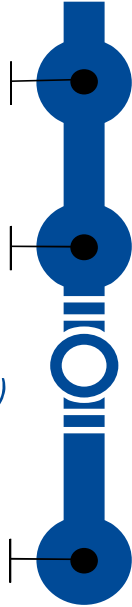


Alum Rock/28<sup>th</sup> Street Station

Downtown San José Station

Diridon Station  
*(Separate Effort)*

Santa Clara Station



# study phases and timeline

background conditions  
Jan.-May

- review previous planning efforts and existing conditions
- **“what is good TOD?”** – April CWG workshop
- **“background conditions”** – June CWG workshop

corridor opportunities & constraints  
Mar.-Sept.

- identify opportunity sites and station area access needs
- develop TOD prototypes and identify TOD potential
- evaluate development capacity and TOD barriers
- **“opportunities and constraints”** – September CWG workshop

implementation strategies & tools  
Oct.-Mar. 2019

- **“overcoming TOD barriers”** – November CWG workshop
- strategies to create a market for TOD
- guidelines for public and private improvements
- **“Preview key TOD strategies”** – February CWG



final report  
Apr.-May 2019

- compile findings and recommendations
- distribute draft final report to CWGs
- **“TOD strategies and policy recommendations”** – April CWG Workshop
- present implementation strategies to city councils

## why are we doing this study?

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- we have a unique opportunity to shape the future of the station areas thanks to a **multi-billion-dollar** infrastructure investment
- our station areas can accommodate more development than is currently planned
- develop tools and strategies that address current policies and challenges that inhibit the success of TOD
- provides guidance for cities to realize Transit Oriented Communities around BART stations

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## why do we care about TOD?

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- **successful TOD is essential to realize full benefits of BART**
  - increases BART and other transit ridership
  - offsets operating costs, allowing for improved service
  - a cohesive TOD strategy is essential to obtaining federal funding
- **successful TOD organizes future growth in a way that maximizes benefits of transit**
  - provides a diversity of jobs and mix of housing types
  - reduces displacement
  - supports local economy
- **successful TOD improves quality of life**
  - emphasizes investment in creating vibrant environment
  - brings local communities together
  - provides sustainable environment that reduces air quality impacts

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## what is the purpose of this study?

- **this is more than a planning study** – several have already been developed
  - a public vision has already been developed for the station areas
  - this study is building upon and enhancing previous plans
- **planning (by itself) is not sufficient for TOD implementation**
  - there are policy and market barriers that make achieving TOD challenging
  - need to provide regulatory and financial incentives for TOD
  - need to facilitate and raise priority of TOD through an integrated approach
- **there are additional concerns we can address in this study**
  - paying for necessary infrastructure improvements
  - achieving affordable housing goals
  - reducing displacement of long-time residents and small businesses

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## what does success look like for this study?

### Cities adopt recommended strategies that...

#### ... make TOD easy

- policies and procedures that encourage good TOD over other development

#### ... facilitate long-term investment

- sustainable financing for current and future access needs
- policies that build a vibrant and diverse environment

#### ... address current and future community issues

- affordable housing, displacement, housing shortage, access to jobs

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## what do we need from you?

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We're now starting to think about necessary solutions to the challenges that we're presenting today, we'd like you to think about the following:

- is the input you've provided to us adequately reflected?
- are these challenges that you agree are top concerns?
- are you open to the evolution of previous plans/visions that may be necessary to address the challenges proposed?
- how can you help us make this a success? how will you participate in the discussion with decision-makers?

we will have time at the end of the presentation to discuss these questions

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## INPUT RECEIVED FOR EACH STATION AREA

VTA's BART Phase II TOD Corridor Strategies and Access Planning Study  
Community Working Group Workshop  
November 2018

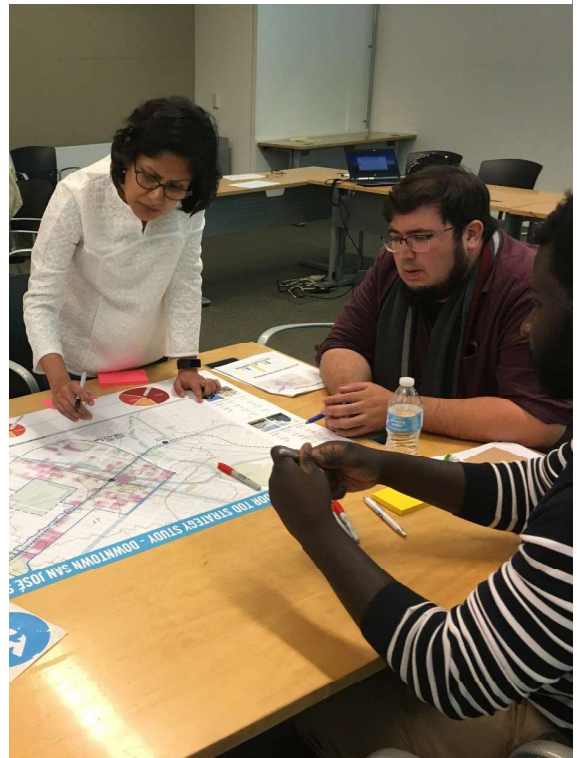
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# WHAT WE HEARD

## DOWNTOWN SAN JOSÉ

### HEIGHT AND DENSITY

- Apply the **building heights and densities zones** while adopting a **sensitive, site-specific, approach** to the historic and low-density context (e.g. Hensley Historic District)
- Use a **“Step down” massing** approach and **diverse building typologies** for new development in order to respect the low-rise context
- Concentrate **high-rise development with ground floor retail amenities** in the downtown core area with emphasis on the **VTA Block**
- Allocate taller, denser buildings next to **CA-87 and the Guadalupe River Trail**



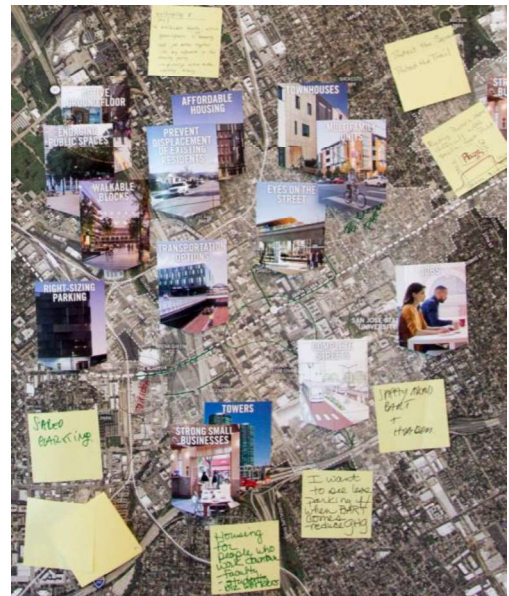
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# WHAT WE HEARD

## DOWNTOWN SAN JOSÉ

### LAND USES AND COMMUNITY CHARACTER

- Respect the **historic and existing residential context** (e.g. Horace Mann and South University)
- Introduce greater **mixed use and affordable housing** in the SOFA
- Capitalize and support **existing businesses**
- Minimize the impact of **shadows** on open spaces



### ACCESS AND CONNECTIVITY

- Improve **mid-block linkages** connecting San José State University campus to the Downtown BART Station and Plaza de César Chávez



# KEY CHALLENGES TO IMPLEMENTING THE TOD VISION

VTA's BART Phase II TOD Corridor Strategies and Access Planning Study  
Community Working Group Workshop  
November 2018



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## DOWNTOWN SAN JOSÉ STATION AREA

### **Funding local access and infrastructure improvements will be challenging**

- Needed improvements include trails, connections to Diridon, and multimodal connections to other parts of the city/region
- Some opportunity for new development to contribute, but other sources will be needed



Downtown San José (Photo credit: Irvine Company) and Guadalupe River Park (Photo credit: San José Inside)

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## DOWNTOWN SAN JOSÉ STATION AREA

### The City and VTA have set ambitious goals for affordable housing

- City of San José goal: 20% affordable housing (Downtown Strategy 2000 EIR)
- VTA Joint Development goals:
  - Individual JD projects: minimum 20% affordable units
  - Across VTA's JD portfolio: target 35% affordable units



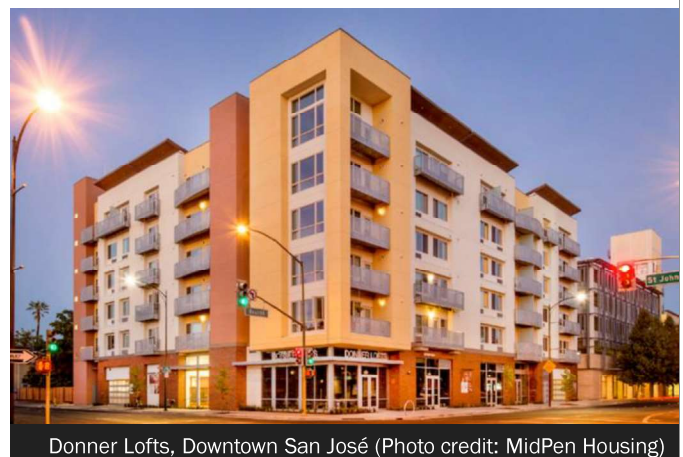
Villas on the Park (rendering), Downtown San José (Photo credit: PATH)

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## DOWNTOWN SAN JOSÉ STATION AREA

### Achieving these affordable housing goals will be challenging

- San José's inclusionary housing policy will not be sufficient on its own
- Like many other South Bay cities, new commercial development in San José is not required to contribute to affordable housing
- Rising construction and land costs make development increasingly expensive
- Limited state, federal, local funding for affordable housing production & preservation



Donner Lofts, Downtown San José (Photo credit: MidPen Housing)

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**In the current market, proposed office projects are including multiple floors of parking that are inconsistent with the long-term vision for TOD**

- Parking and transportation demand strategies can help reduce the need for parking



Proposed Adobe Tower (rendering) (Photo credit: Gensler)

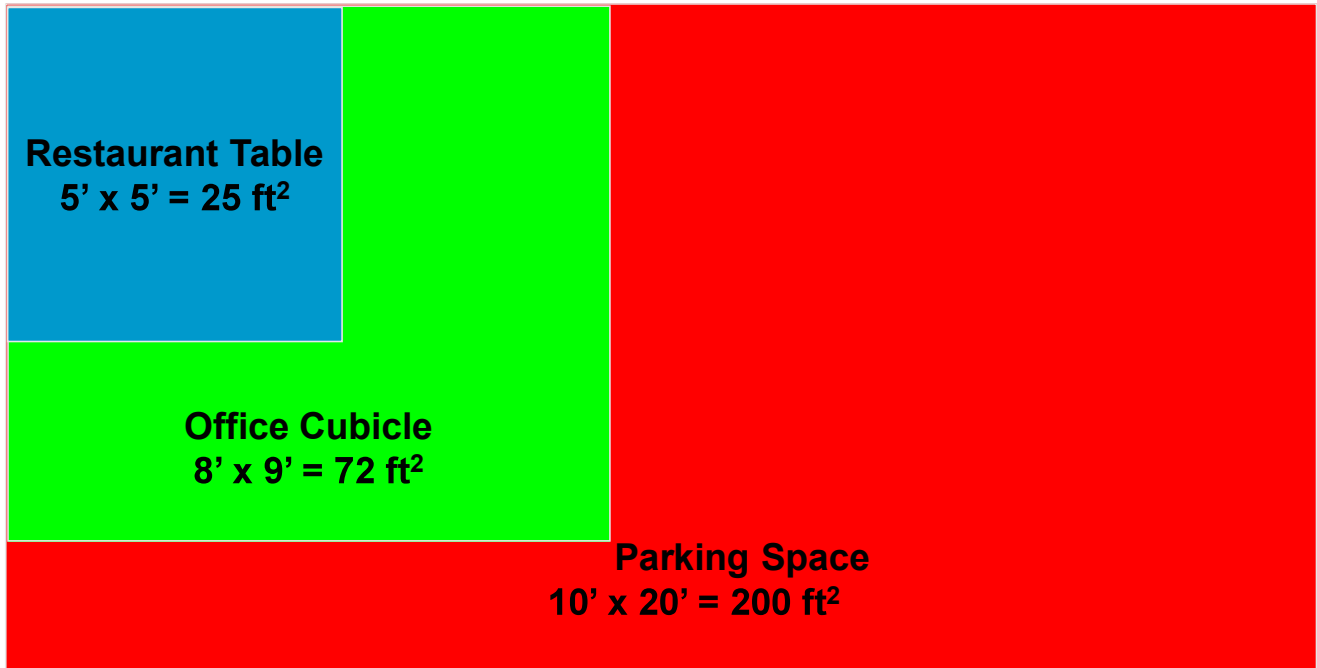


Proposed 200 Park Avenue office tower (rendering) (Photo credit: DiNapoli)



**Why is Parking so Important?**

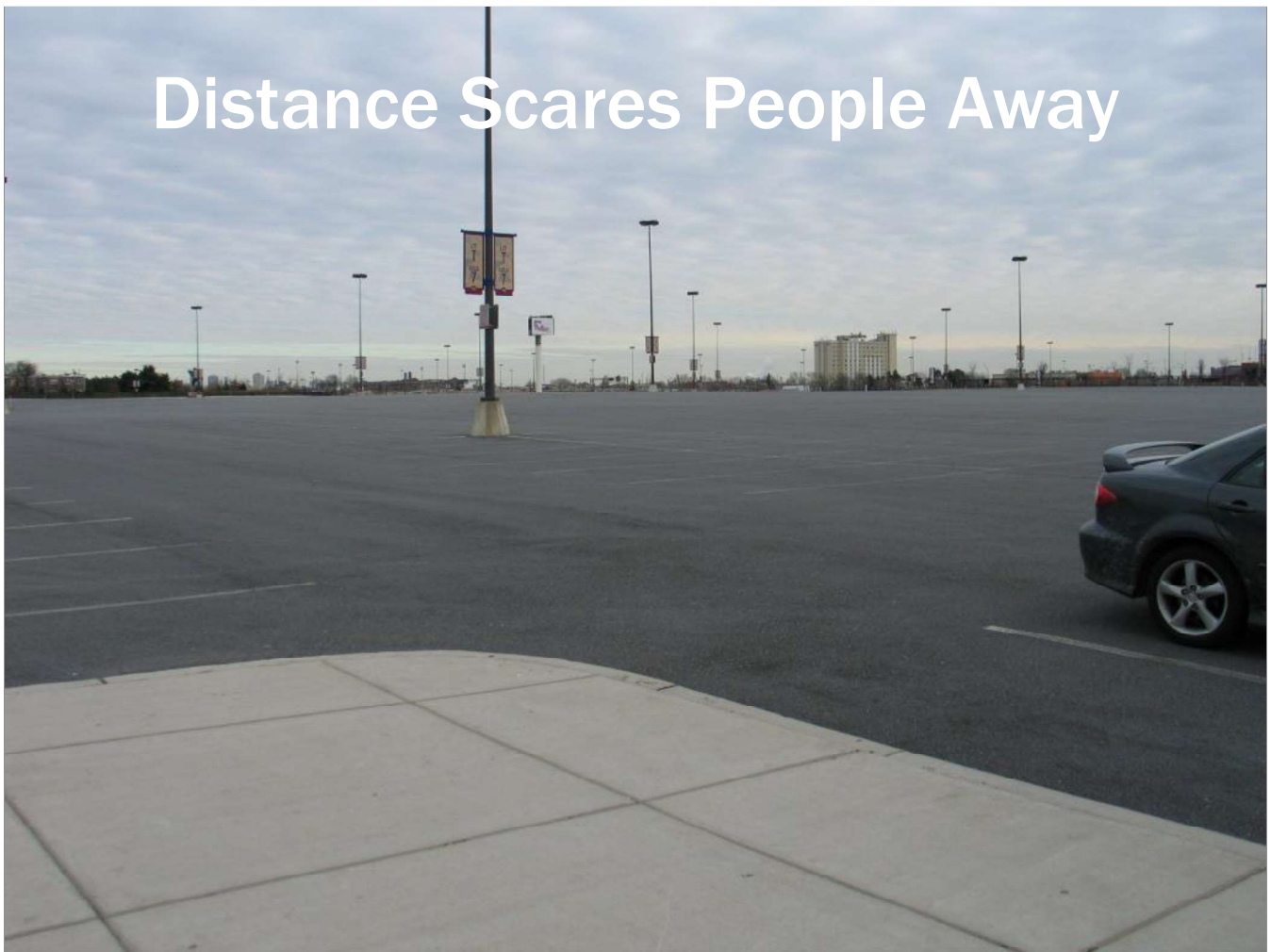
# The Same Space Can Only Do So Much



*With drive aisles, parking space = +300 ft²*  
*Average San Jose rental apartment = 864 ft²*



# Distance Scares People Away



## San Jose Downtown: Existing Off-Street Parking

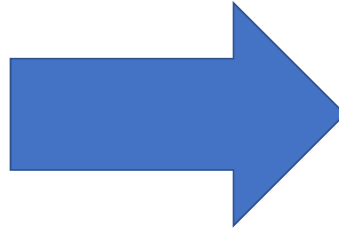
### Downtown San Jose Public Parking: Midday

	Spaces	# Occupied	% Occupied	Spaces Available	Cost Per Space	UNUSED \$
On-Street	807	571	71%	236	\$10,000	\$2,360,000
Off-Street	3308	2564	78%	744	\$30,000	\$22,320,000
Total	4115	3135	76%	980		\$24,680,000

# Parking Factors

## Land Use

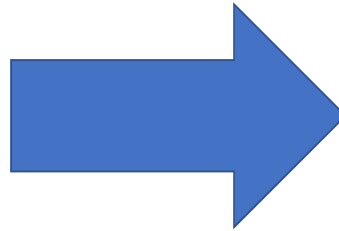
- + Mixed Uses
- + Density
- + Design



People

## Transportation

- + Multiple Modes
- + Parking Policy
- + Transportation Demand Mgmt



Balance

# Parking Requirements

San Jose Downtown	Multi-Family Residential	Office	Ground-Floor Retail	All Other Uses
Existing Requirements <i>(per San José Downtown Zoning Code)</i>	1 space per unit	2.5 spaces per 1,000 square feet	No parking required	Varies

# summary of challenges

- funding local access and infrastructure improvements
- achieving ambitious affordable housing goals
- current parking demand and policies are inconsistent with TOD

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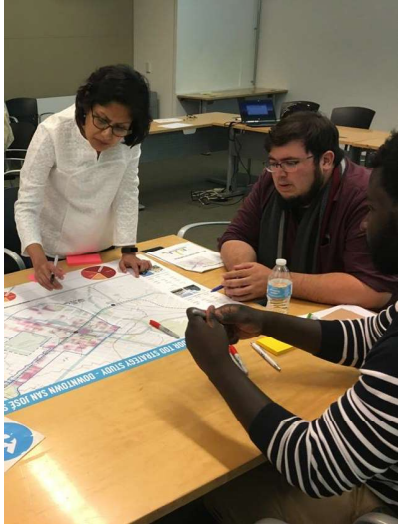
## Discussion Questions



# discussion questions

- is the input you've provided to us adequately reflected?

- high rise mixed use around station
- reduce density/height with distance
- ground floor retail
- density along Guadalupe River Trail and CA-87
- respect historic and residential context
- mixed use and affordable housing
- support existing businesses
- connectivity to SJSU campus



# discussion questions

- are these challenges that you agree are top concerns?

**funding** access & infrastructure improvements

achieving **affordable housing goals**

**parking policy**

## discussion questions

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- are you open to the evolution of previous plans/visions that may be necessary to address the challenges proposed?

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## discussion questions

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- how can you help us make this a success?

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# next steps

## implementation strategies & tools

Oct.-Mar. 2019

- **“overcoming TOD barriers”** – November CWG workshop
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## final report

Apr.-May 2019

- compile findings and recommendations
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