

# 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

**Land Use (TOD) Strategy**

- realizing and enhancing the vision for growth around future stations
- strategies to increase investment in TOD
- detailed implementation steps to catalyze TOD

**Access Planning**

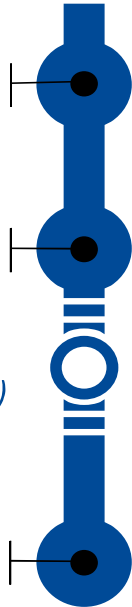
multimodal access planning to support TOD and growth in station areas

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

Downtown San José Station

Diridon Station  
*(Separate Effort)*

Santa Clara Station



Kick-off: January 2018

Estimated Completion:  
Spring 2019

# 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

**today**

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

ALUM ROCK / 28TH STREET

## HEIGHT & DENSITY

- Be consistent with **previous planning** efforts with specific regards to height limits
- Apply the **building heights and densities zones** while adopting a **tailored approach** based on existing opportunities and constraints
- Use a **“Step down” massing** approach to respect the Five Wounds Portuguese National Church and low-rise context
- Allocate taller, denser buildings along the **Five Wounds Trail**



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# WHAT WE HEARD

ALUM ROCK / 28TH STREET

## USES AND COMMUNITY CHARACTER

- Complement and draw inspiration from the **Five Wounds Portuguese National Church**
- Preserve **view corridors** to the church as well as **natural sunlight** and feeling of openness of open spaces and the Five Wounds Trail
- Introduce a central **community gathering space**
- Maximize **retail and active ground floor** opportunities (e.g. neighborhood grocery store)
- Protect **light industrial uses** that are not in conflict with good TOD
- Prioritize **affordable housing** and **anti-displacement** strategies



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# WHAT WE HEARD

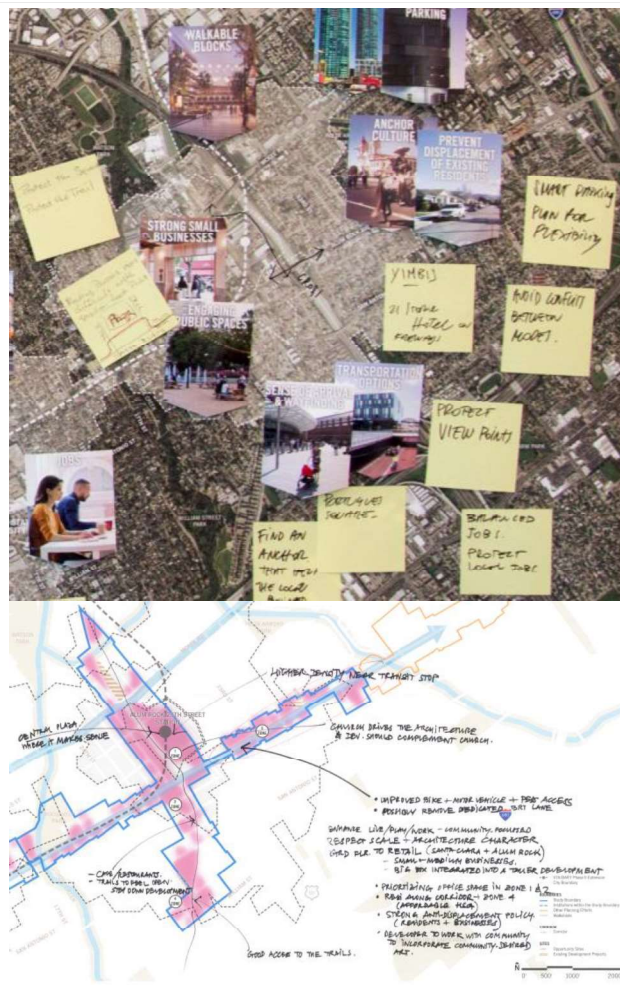
ALUM ROCK / 28TH STREET

## ACCESS AND CONNECTIVITY

- Improved **bike and pedestrian** access
- Reconfigure Santa Clara Street to provide better **multi-modal connectivity**

## ART

- Work with the community to integrate **community-desired art**



# 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

## ALUM ROCK/28<sup>TH</sup> STREET STATION AREA

### The market does not currently support the type and density of development that is envisioned in existing plans

- High-rise office development at the station is only likely to occur if driven by a major office user (e.g., a large tech company)



Proposed Google Village (rendering)



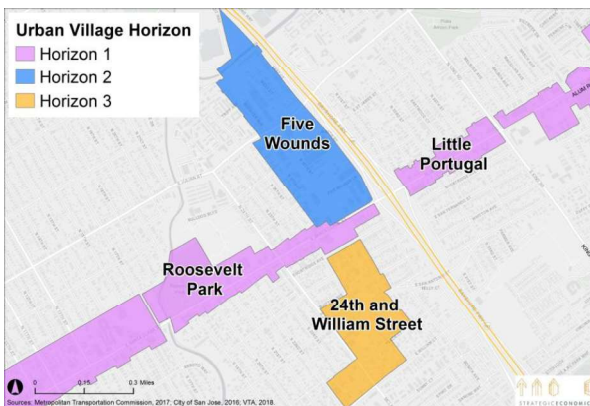
San Antonio Village, Mountain View (rendering)

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## ALUM ROCK/28<sup>TH</sup> STREET STATION AREA

### City policies limit housing development and constrain TOD

- Current plans and policies for the Urban Villages:
  - Limit the amount and timing of residential development
  - Require residential development to provide significant commercial component
- More housing could help spur market for commercial development



Urban Village	Horizon	Net New Housing Units
Roosevelt Park	Horizon 1	650
Little Portugal	Horizon 1	310
Five Wounds BART	Horizon 2	845
24 <sup>th</sup> and William St	Horizon 3	217
<b>Subtotal</b>		<b>2,022</b>

Source: City of San José Envision San José 2040.

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## ALUM ROCK/28<sup>TH</sup> STREET STATION AREA

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

- Needed improvements include trails, connections to the transit station, and improved access across Highway 101
- The new Urban Village Implementation Framework relies on contributions from new residential development to pay for neighborhood amenities – even as Urban Village policies constrain residential development



Five Wounds Portuguese National Church  
(Photo credit: BART Alum Rock Transit Village Advocates)



View of the old railroad tracks  
(Photo credit: City of San José, 2010)

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## ALUM ROCK/28<sup>TH</sup> STREET STATION AREA

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

- City of San José Urban Villages goal: 25% affordable housing
- VTA Joint Development goals:
  - Individual JD projects: minimum 20% affordable units
  - Across VTA's JD portfolio: target 35% affordable units



Quetzal Gardens (Rendering), Alum Rock/28<sup>th</sup> St (Photo Credit: SGPA Architecture)

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## Achieving these goals will be challenging

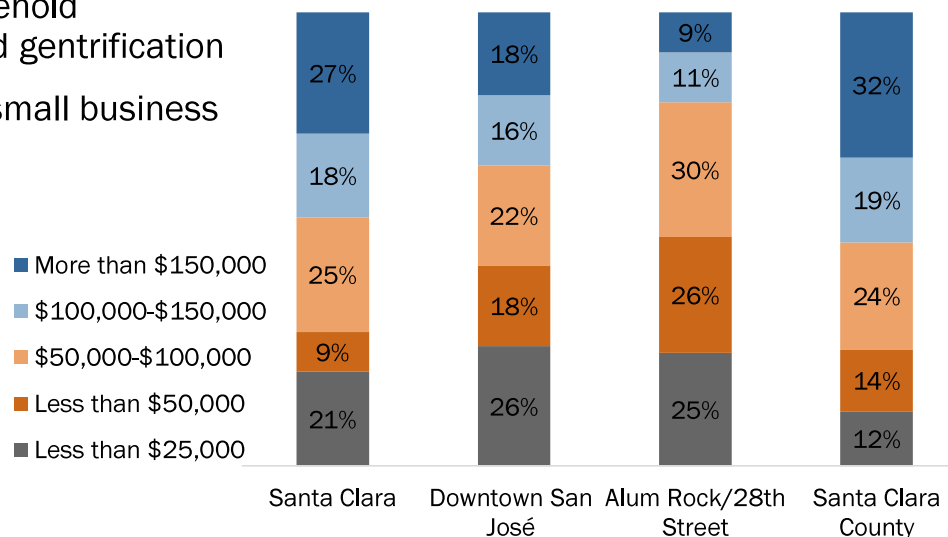
- San José’s inclusionary housing policy will not be sufficient on its own
- Like many other South Bay cities, new commercial development in San José is not required to contribute to affordable housing
- Regulatory constraints on residential development in Urban Villages make affordable (as well as market-rate) housing development more challenging
- Rising construction and land costs make development increasingly expensive
- Limited state, federal, local funding for affordable housing production & preservation



## High risk of displacement of households and businesses

- Greatest concentration of low income households on the corridor
- High risk of household displacement and gentrification
- Concerns about small business displacement

HOUSEHOLDS BY INCOME IN THE AFFORDABLE HOUSING STUDY AREAS, 2016



Source: U.S. Census ACS 5-year estimates, 2012-2016.

**The amount of parking required in current plans and policies limits development potential and is inconsistent with the long-term vision for TOD**

- Parking and transportation demand strategies can help reduce the need for parking, allowing for increased space for development



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



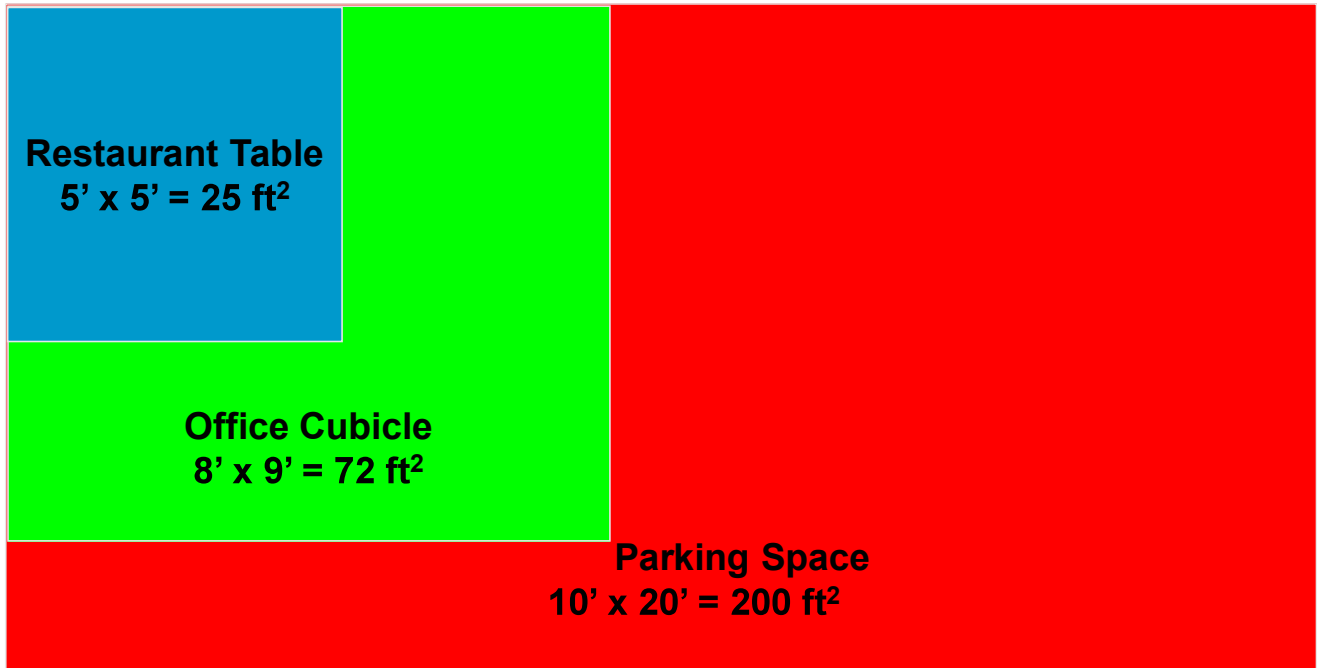
Proposed 200 Park Avenue office tower (rendering) (Photo credit: DiNapoli)



**Why is Parking so Important?**

Source: Google, 2018. Photo credit: Land Use Center

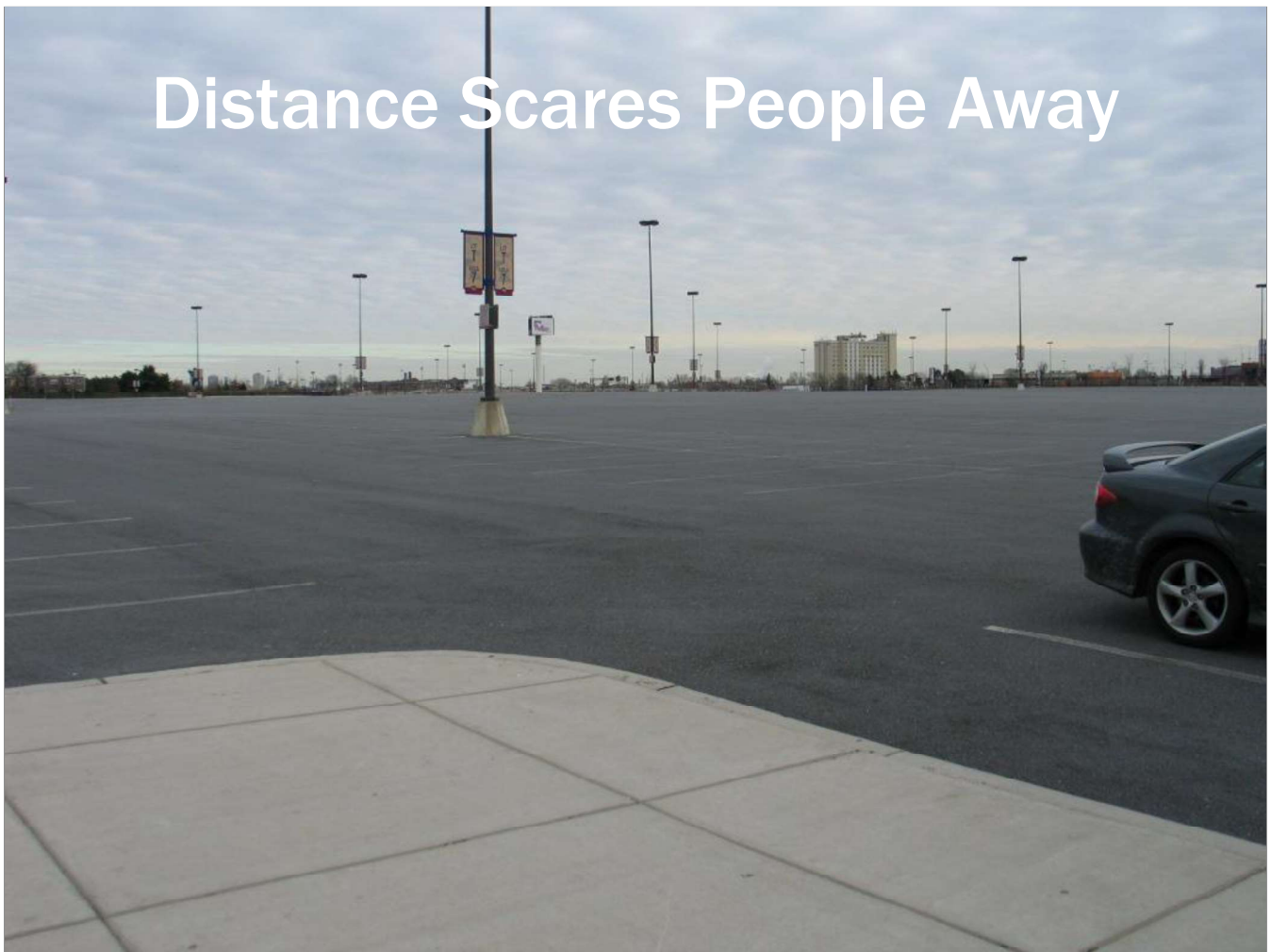
# The Same Space Can Only Do So Much



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



# Distance Scares People Away



## Existing Off-Street Parking

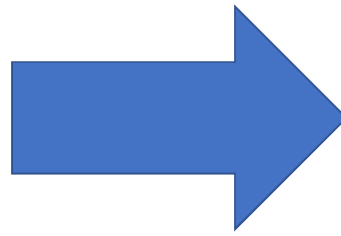
**Alum Rock/28<sup>th</sup> Street  
Parking: Midday**

	Spaces	# Occupied	% Occupied	Spaces Available	Cost Per Space	UNUSED \$
On-Street	1403	860	61%	543	\$10,000	\$5,430,000

# Parking Factors

## Land Use

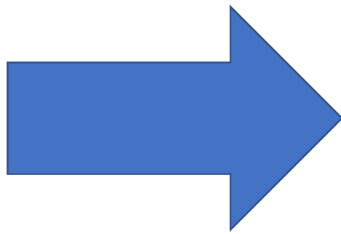
- + Mixed Uses
- + Density
- + Design



People

## Transportation

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



Balance

## summary of challenges

- the market does not currently support the type and density of development that is currently envisioned
- city policies limit housing development and constrain TOD
- funding local access and infrastructure improvements
- achieving ambitious affordable housing goals
- there is a high risk of displacement
- current parking demand and policies are inconsistent with TOD

# Discussion Questions



*Solutions that move you*

## discussion questions

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

- consistency with previous planning efforts
- complement Five Wounds Portuguese National Church
- density along Five Wounds Trail
- community gathering space
- activate ground floor
- multi-modal connectivity
- local art and culture
- affordable housing and anti-displacement



# discussion questions

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- are these challenges that you agree are top concerns?

**market & policy limitations**  
**funding public improvements affordable housing**  
**risk for displacement**  
**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?



# discussion questions

- how can you help us make this a success?

## next steps

### 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
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