VTA'S BART PHASE II TOD CORRIDOR STRATEGIES AND ACCESS PLANNING STUDY

PERKINS+WILL / STRATEGIC ECONOMICS / NELSON\NYGAARD / CHS CONSULTING / BKF ENGINEERING / WILLIAM KANEMOTO

SEPTEMBER 11-12-13, 2018 - CWG MEETING #3

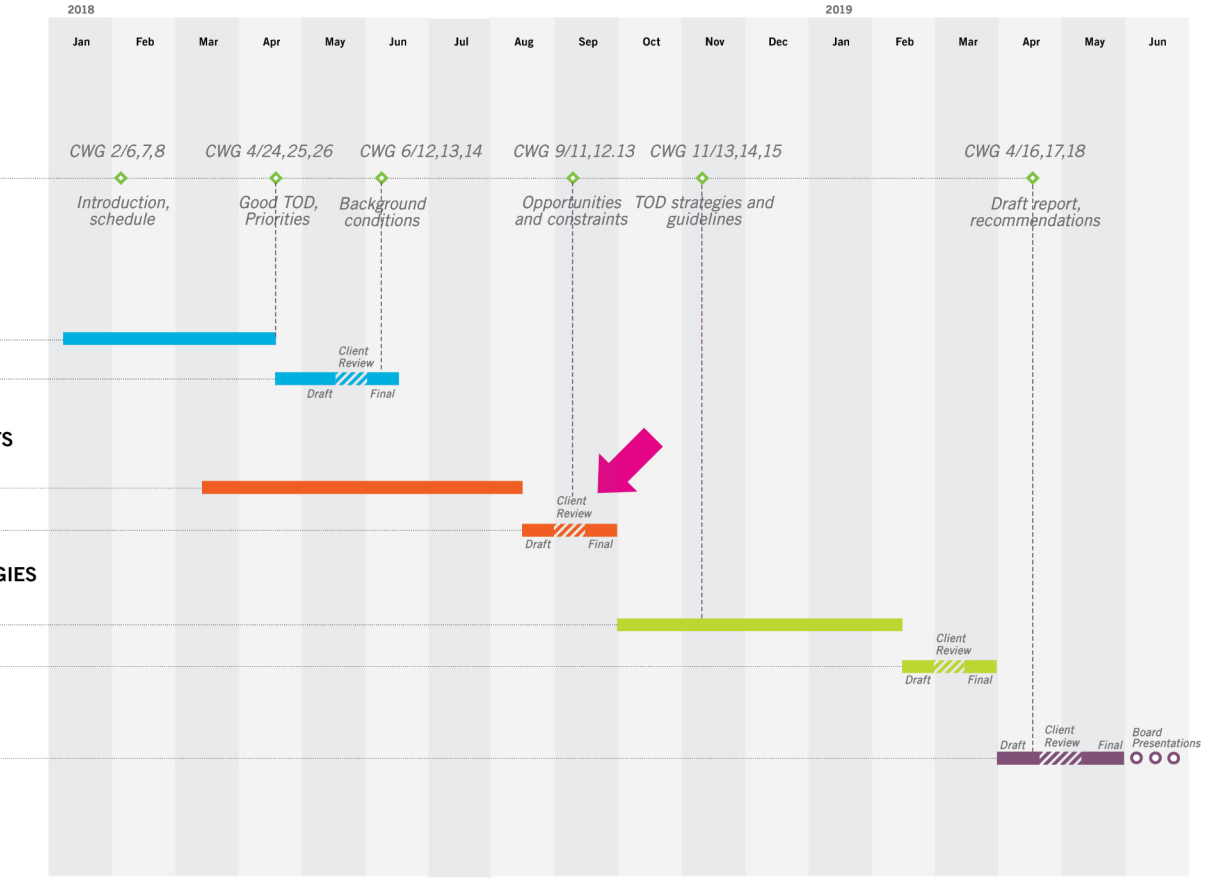
Santa Clara Valley Transportation Authority

PERKINS+WILL

SCHEDULE

Progress Review

VTA'S BART PHASE II CORRIDOR TOD STRATEGY STUDY



MARKET DEMAND PROJECTIONS

CORRIDOR DEMAND PROJECTIONS

- Projections not adjusted for capacity
- Another major tech campus or other catalytic event could further shift the corridor's trajectory
- Demand could shift within the corridor based on factors such as:
  - . Land use policy
  - . Capacity
  - . Infrastructure improvements
  - . Market changes
  - . Specific user needs

Projected Market Demand, 2015-2040*

	Low	High
Office (Sq. Ft.)	4,449,000	7,502,000
Residential (Units)	41,575	52,905
Hotel (Rooms)	2,060	2,970
Retail (Sq. Ft.)	348,940	543,240

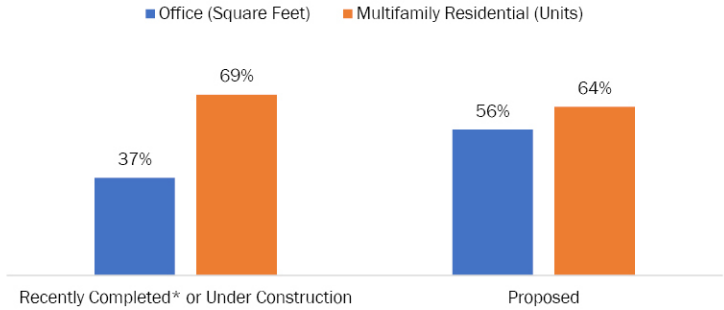
*Net of development completed since 2015 or under construction.
Source: Strategic Economics, 2018.

OPPORTUNITIES AND CONSTRAINTS

REGIONAL ECONOMIC TRENDS SUPPORT TOD

- Silicon Valley is experiencing a major economic expansion
- Transit-served locations are attracting an increased share of new development
- BART has the potential to make the station areas more attractive for new development

Share of Office and Multifamily Residential Development Located within a Half Mile of a Transit Station: Santa Clara County



*Since 2011.
Includes office development within a half mile of VTA's BART stations, VTA Light Rail, and Caltrain stations.
Sources: CoStar, 2018; Strategic Economics, 2018.

OFFICE DEVELOPMENT IS INCREASINGLY TRANSIT-ORIENTED

PROPOSED BERRYESSA TRANSIT VILLAGE (RENDERING)

PROPOSED BERRYESSA TRANSIT VILLAGE (RENDERING)

PROPOSED MUSEUM PLACE DEVELOPMENT (RENDERING)

PROPOSED GOOGLE VILLAGE (RENDERING)

SAN ANTONIO VILLAGE, MOUNTAIN VIEW (RENDERING)

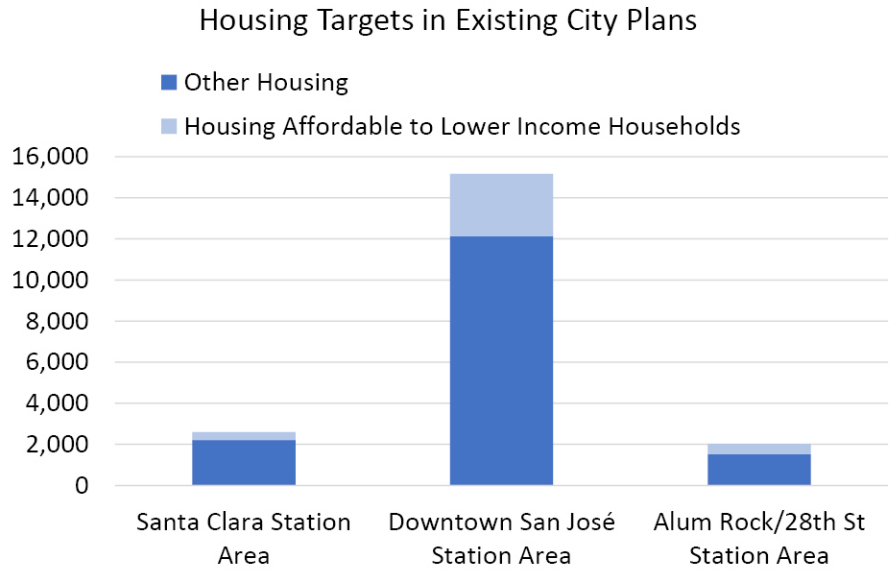
UNLOCKING THE POTENTIAL FOR TOD

- Cities are already planning for significant growth and investment
- TOD study will identify additional opportunities to:

  . Adjust land use policy to be more supportive of TOD

  . Invest in infrastructure to improve access and capacity

  . Adopt proactive policies to prevent displacement and produce new affordable housing



Overall housing targets based on the cities' respective General Plans and City of San José's Urban Villages Plans.
Affordable housing targets: For Santa Clara, the overall target is based on the City of Santa Clara's Inclusionary Housing Ordinance (15% affordable units); for Downtown San José, the target is based on the Downtown Strategy 2000 EIR (20% affordable units); for Alum Rock/28th St Station, it is based on the citywide target for Urban Villages (25% affordable units).
Sources: City of Santa Clara, 2018; City of San José, 2018; Strategic Economics, 2018.

STUDY AREA BOUNDARIES

VTA/BART Phase II Extension

City Boundary

BOUNDARIES

Study Boundary

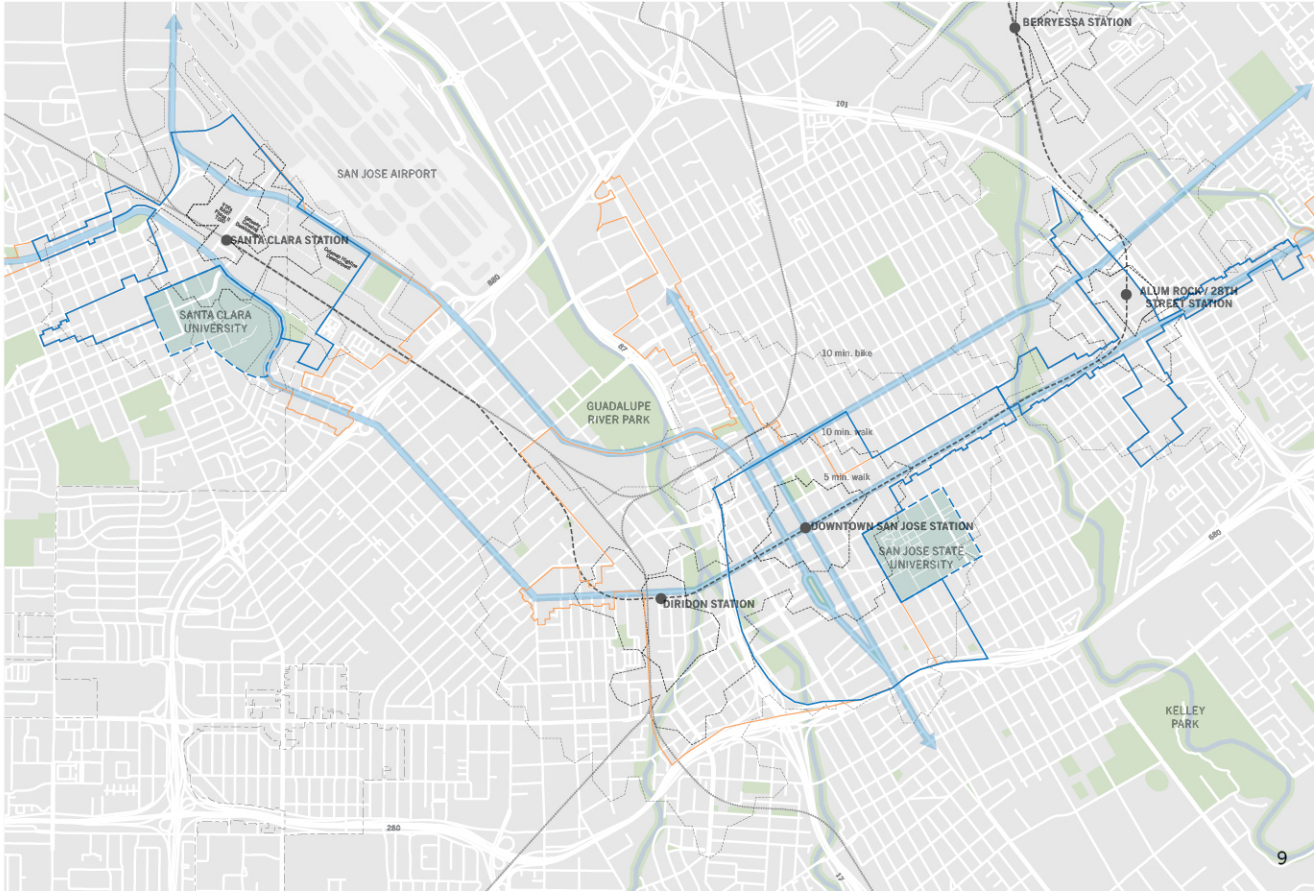
Institutions within the Study Boundary

Other Planning Efforts

Walksheds

CORRIDOR

Corridor



STUDY AREA BOUNDARIES ARE DETERMINED BY:

- **1-MILE WALKING DISTANCE FROM THE STATION**
- **PREVIOUS PLANNING EFFORTS BOUNDARIES**

OPPORTUNITY SITES

VTA/BART Phase II Extension

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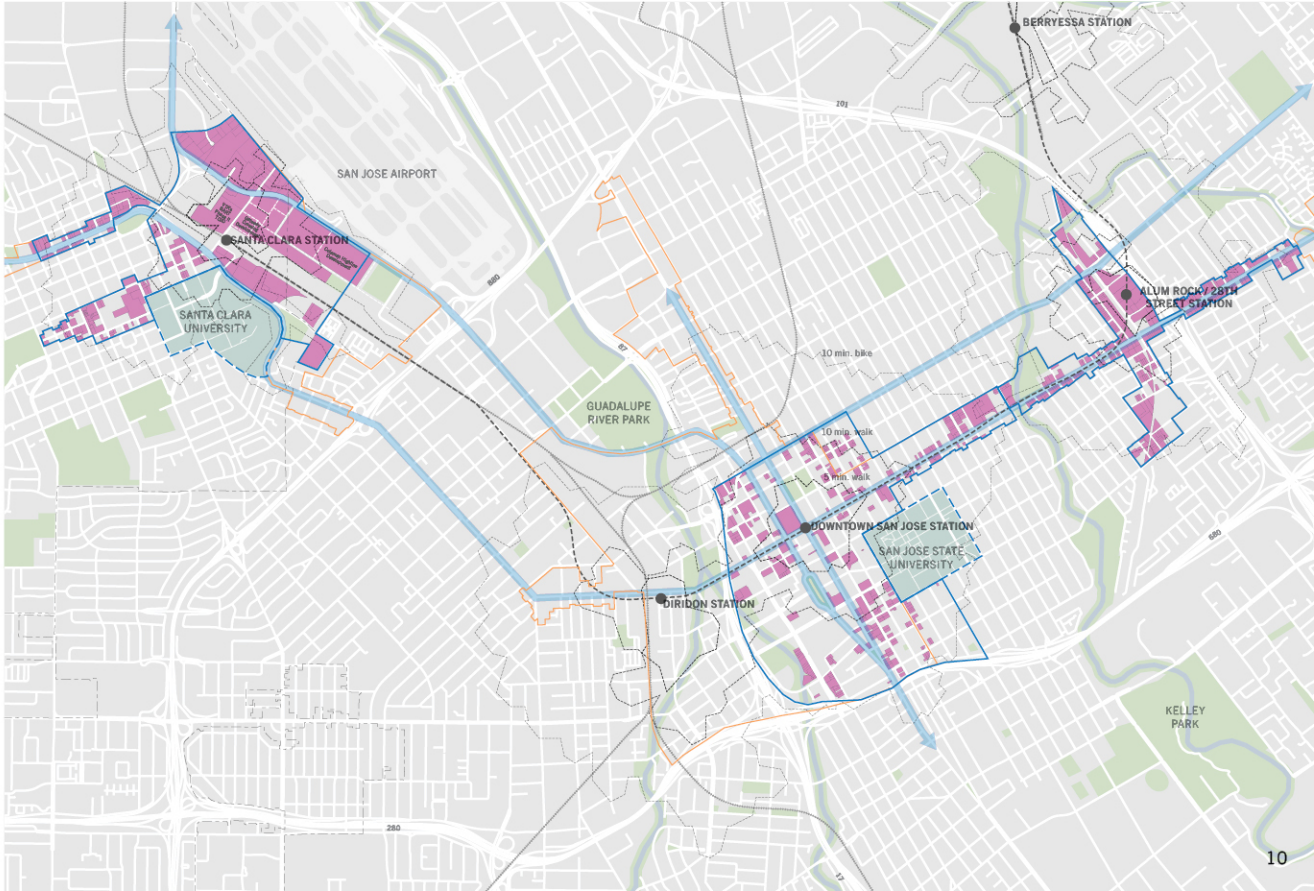
CORRIDOR

Corridor

OPPORTUNITY SITES

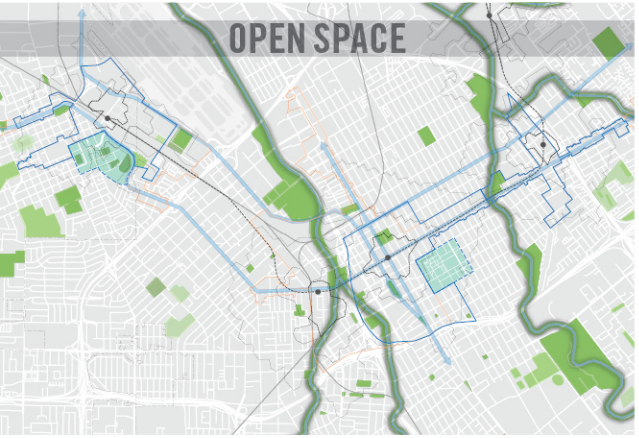
Opportunity Sites

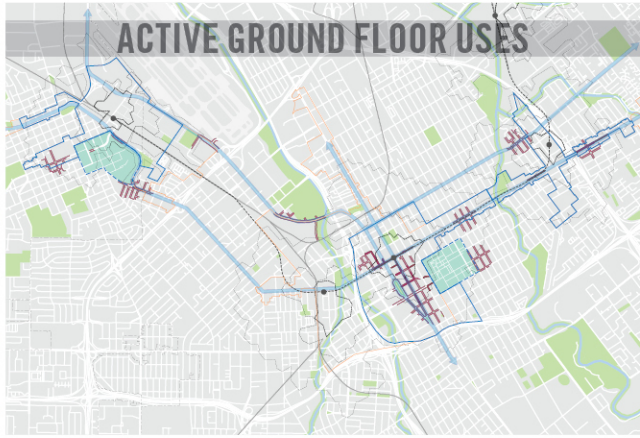


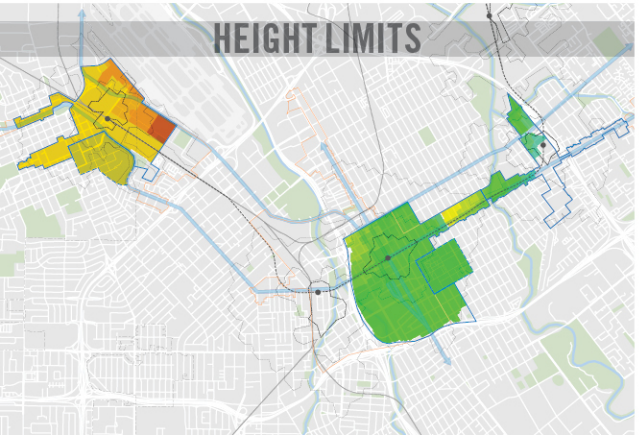
OPPORTUNITY SITES ARE:

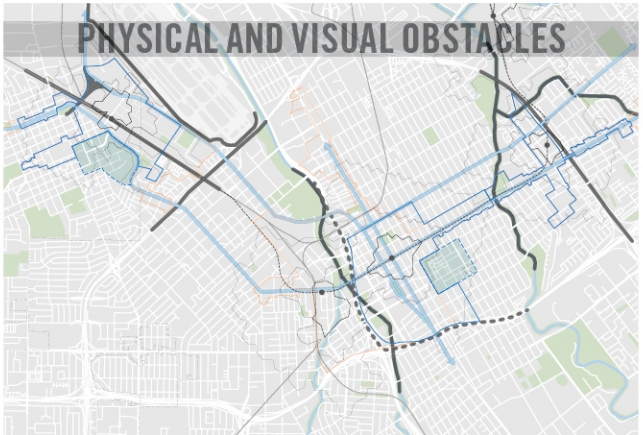
- **VACANT PARCELS**
- **SURFACE PARKING LOTS**
- **PARCELS CURRENTLY ZONED AS COMMERCIAL AND MIXED-USE WITH EXISTING STRUCTURES OF 30 FEET HEIGHT OR LESS**
- **PARCELS CURRENTLY ZONED AS INDUSTRIAL**

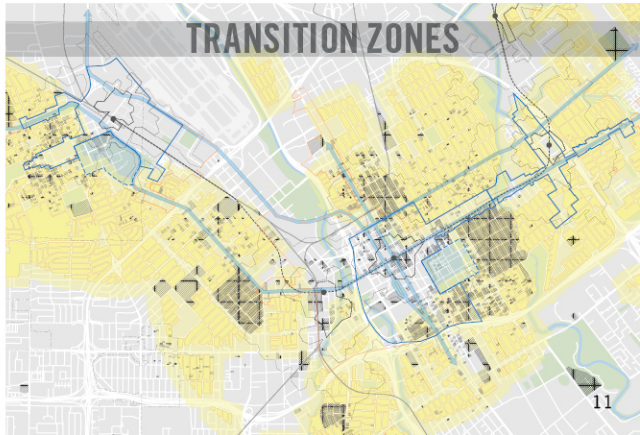
OPPORTUNITIES AND CONSTRAINTS











COMPARATIVE ANALYSIS OF SUCCESSFUL TOD

JOBS AND HOUSING BALANCE

MARINE GATEWAY, VANCOUVER

WELL BALANCED JOBS/ HOUSING RATIO THAT SUPPORTS VIBRANT, DIVERSE AND SUCCESSFUL COMMUNITIES

Note: Balance varies according to local conditions

VIBRANT COMMUNITIES

Residential Population Density

ADAMS MORGAN, D.C.
28,000 ppl/sqmi

LINCOLN PARK, CHICAGO
20,000 ppl/sqmi

DOWNTOWN BERKELEY
20,000 ppl/sqmi

BROOKLINE VILLAGE, BROOKLINE
22,000 ppl/sqmi

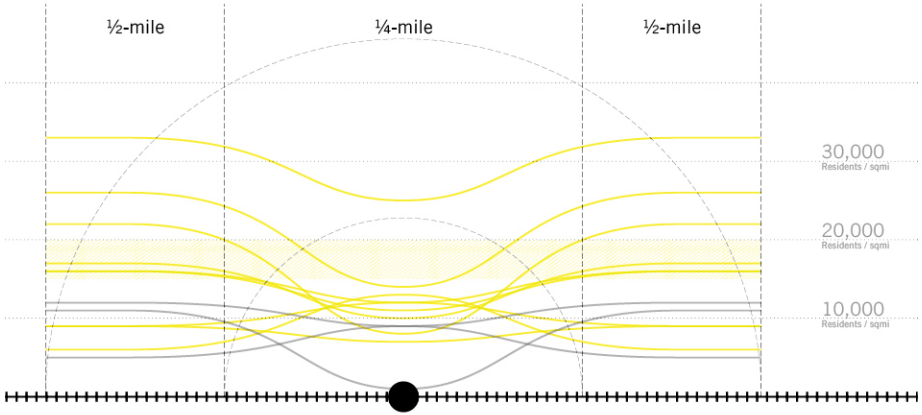
UNION SQUARE, SOMMERVILLE
21,000 ppl/sqmi

KENDALL SQUARE, CAMBRIDGE
14,000 ppl/sqmi

15,000 TO 20,000
RESIDENTS/SQ.MI.
SUPPORTS A VIBRANT NEIGHBORHOOD.

RESIDENTIAL POPULATION DENSITY

Comparative Analysis

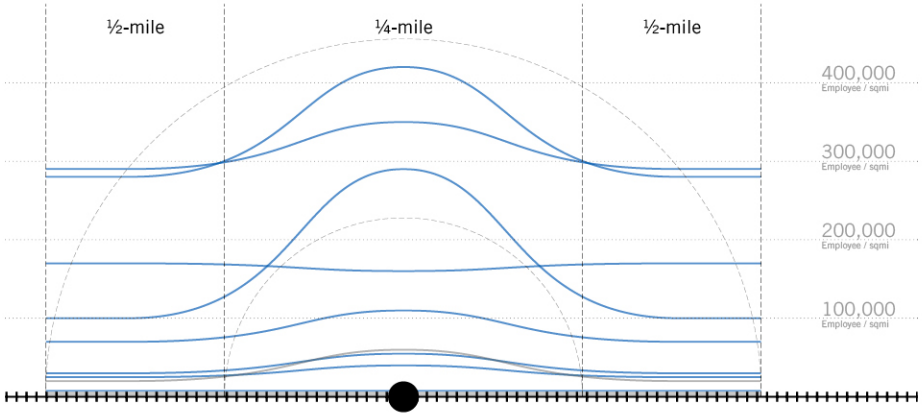


Station	1/4 mile	1/2 mile
Santa Clara Station	1,000	11,000
Downtown San José Station	9,000	5,000
Alum Rock/28th Street Station	9,000	12,000
Oakland Fruitvale BART Station	12,000	9,000
Oakland 19th Street BART	11,000	16,000
Downtown Berkeley BART	10,000	17,000
Embarcadero BART	12,000	16,000
Montgomery BART	8,000	22,000
Powell BART	25,000	33,000
Seattle Westlake Station	14,000	26,000
Denver Union Station	13,000	6,000
Vancouver Marine Drive Station	7,000	9,000

TABLE 1.1.1 2015 US Census American Community Survey 5-year Estimates: B01003 Total Population, B25001 Housing Units http://factfinder2.census.gov and 2016 Canada Census of population http://www.statcan.gc.ca

EMPLOYMENT POPULATION DENSITY

Comparative Analysis



Station	1/4 mile	1/2 mile
Santa Clara Station	4,000	4,000
Downtown San José Station	62,000	20,000
Alum Rock/28th Street Station	3,000	2,000
Oakland Fruitvale BART Station	5,000	5,000
Oakland 19th Street BART	110,000	68,000
Downtown Berkeley BART	41,000	24,000
Embarcadero BART	345,000	293,000
Montgomery BART	418,000	283,000
Powell BART	157,000	172,000
Seattle Westlake Station	286,000	97,000
Denver Union Station	56,000	30,000
Vancouver Marine Drive Station	NA	NA

TABLE 1.1.2 2015 US Census American Community Survey 5-year Estimates: B01003 Total Population, B25001 Housing Units http://factfinder2.census.gov and 2016 Canada Census of population http://www.statcan.gc.ca

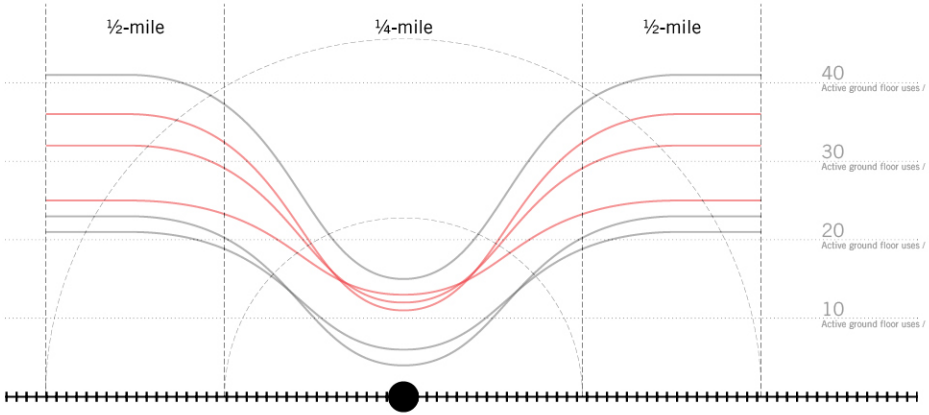
ACTIVE GROUND FLOOR

ACTIVE GROUND FLOORS ADD INTEREST, VARIETY, AND A SENSE OF PLACE WITHIN THE PUBLIC REALM

SAN PEDRO SQUARE MARKET. PHOTO CREDIT: SPUR, SERGIO RUIZ

ACTIVE GROUND FLOOR USES DENSITY

Comparative Analysis

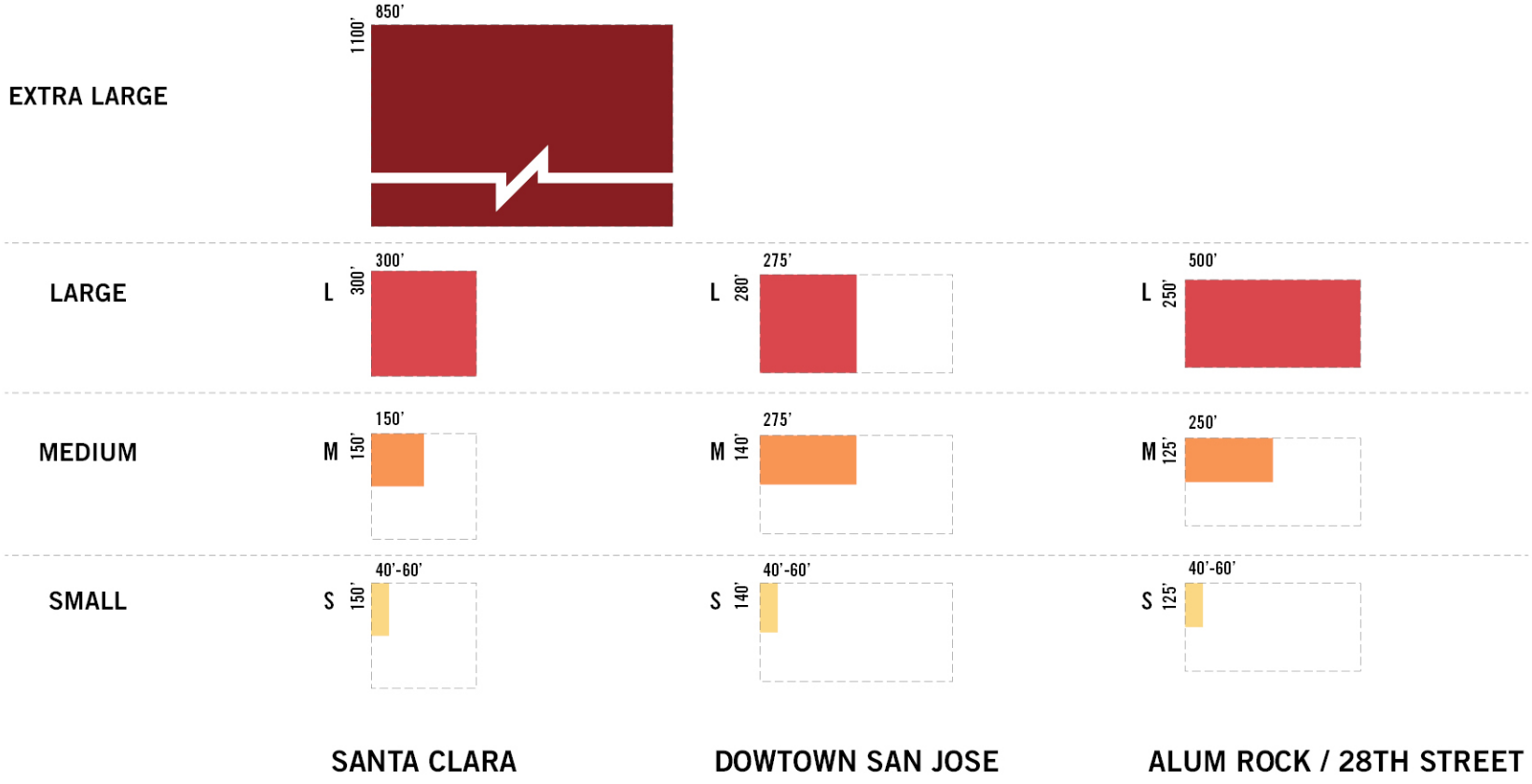


Station	1/4 mile	1/2 mile
Santa Clara Station	6	21
Downtown San José Station	15	41
Alum Rock/28th Street Station	4	23
Oakland Fruitvale BART Station	12	32
Seattle Westlake Station	13	25
Denver Union Station	11	36

TABLE 1.1.4 2015 US Census American Community Survey 5-year Estimates: B01003 Total Population, B25001 Housing Units http://factfinder2.census.gov and 2016 Canada Census of population http://www.statcan.gc.ca

OPPORTUNITY SITES ANALYSIS METHODOLOGY

TYPICAL OPPORTUNITY SITES



OPPORTUNITY SITES

VTA/BART Phase II Extension
City Boundary

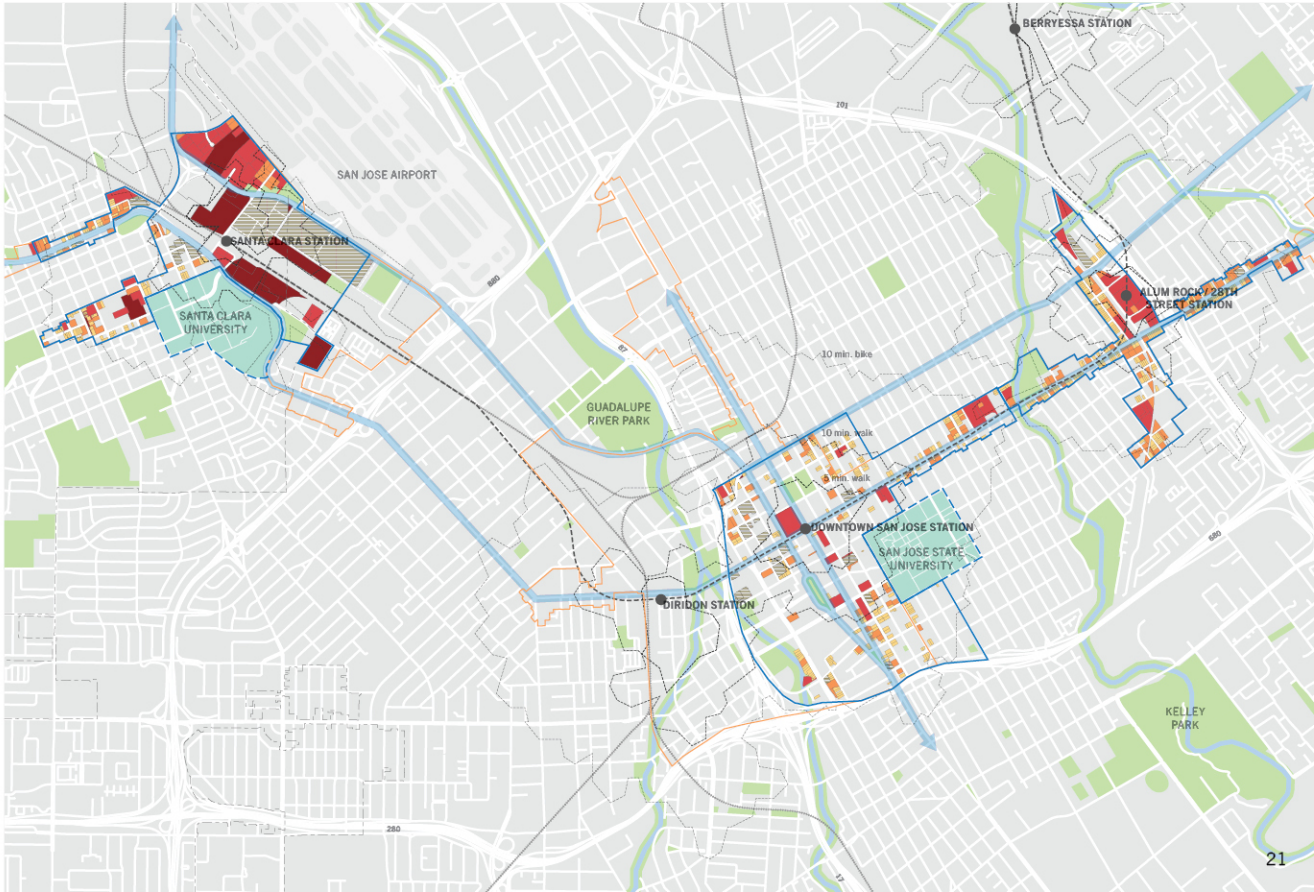
BOUNDARIES
Study Boundary
Institutions within the Study Boundary
Other Planning Efforts
Walksheds

CORRIDOR
Corridor

OPEN SPACE
Parks
Water

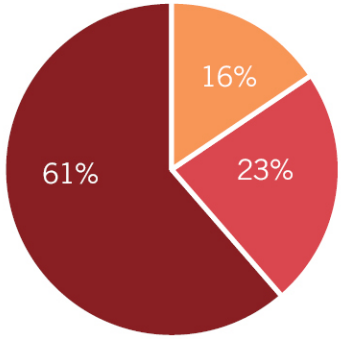
INSTITUTIONS
Universities

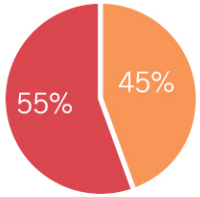
OPPORTUNITY SITES
Extra Large
Large
Medium
Small
Existing Development Projects

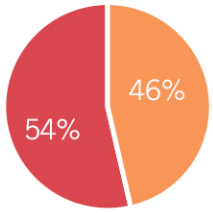


OPPORTUNITY SITES

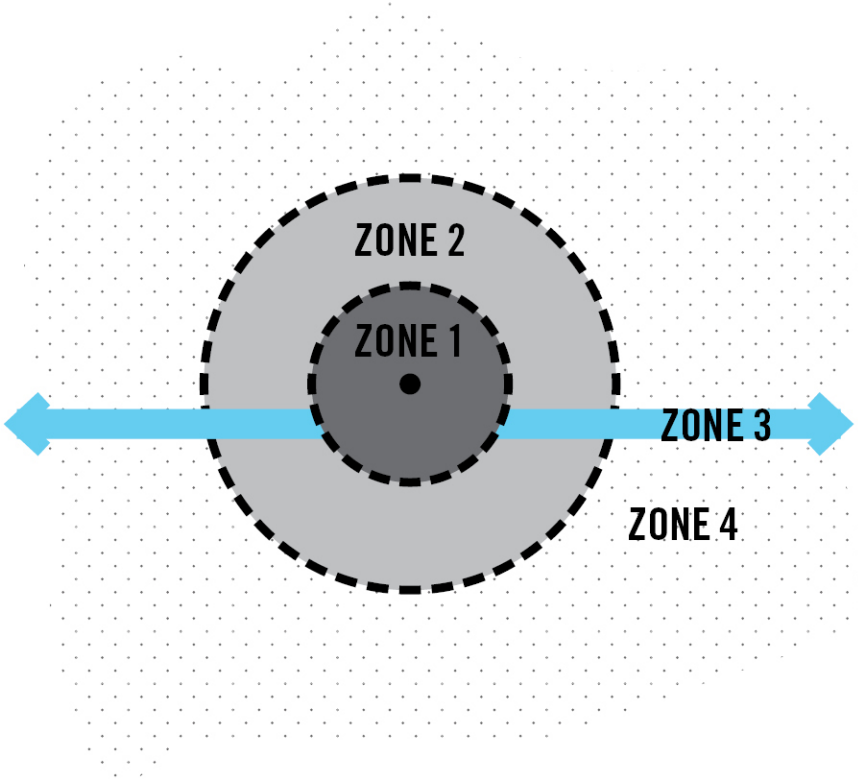
STUDY AREA	PARCEL TYPE	PARCEL COUNT	TOTAL PARCEL AREA
SANTA CLARA STATION	M	55	29.9 acres
	L	29	44.1 acres
	XL	16	116.9 acres
		100	**190.9 acres**
DOWNTOWN SAN JOSÉ STATION	M	60	25.3 acres
	L	20	31.5 acres
		82	**56.8 acres**
ALUM ROCK/ 28TH STREET STATION	M	67	28.7 acres
	L	17	33.1 acres
		89	**61.8 acres**







DENSITY ZONES



ZONE 1:

- 1/4 mile walkshed from station
- High Density

ZONE 2:

- 1/2 mile walkshed from station
- Medium Density

ZONE 3:

- Corridor
- Medium Density, Retail Oriented

ZONE 4:

- Outer Areas
- Low Density, (may lower near single family residential areas)

BUILDING PROTOTYPES - RESIDENTIAL

ZONE 1

ZONE 2

ZONE 3

ZONE 4

BUILDING PROTOTYPES - COMMERCIAL

ZONE 1

ZONE 2

ZONE 3

ZONE 4

STATION AREAS

ALUM ROCK/28TH STREET STATION AREA

VTA/BART Phase II Extension
City Boundary

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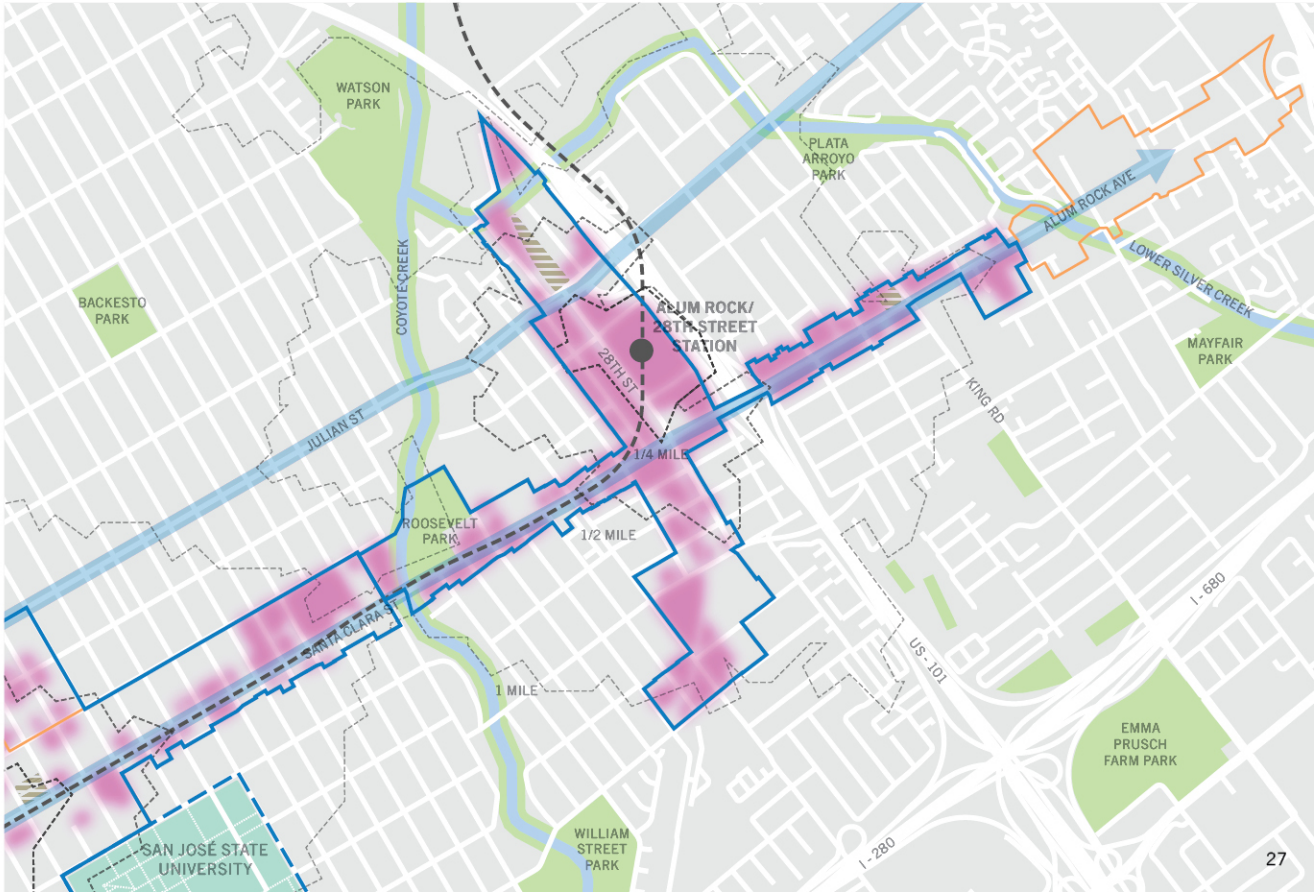
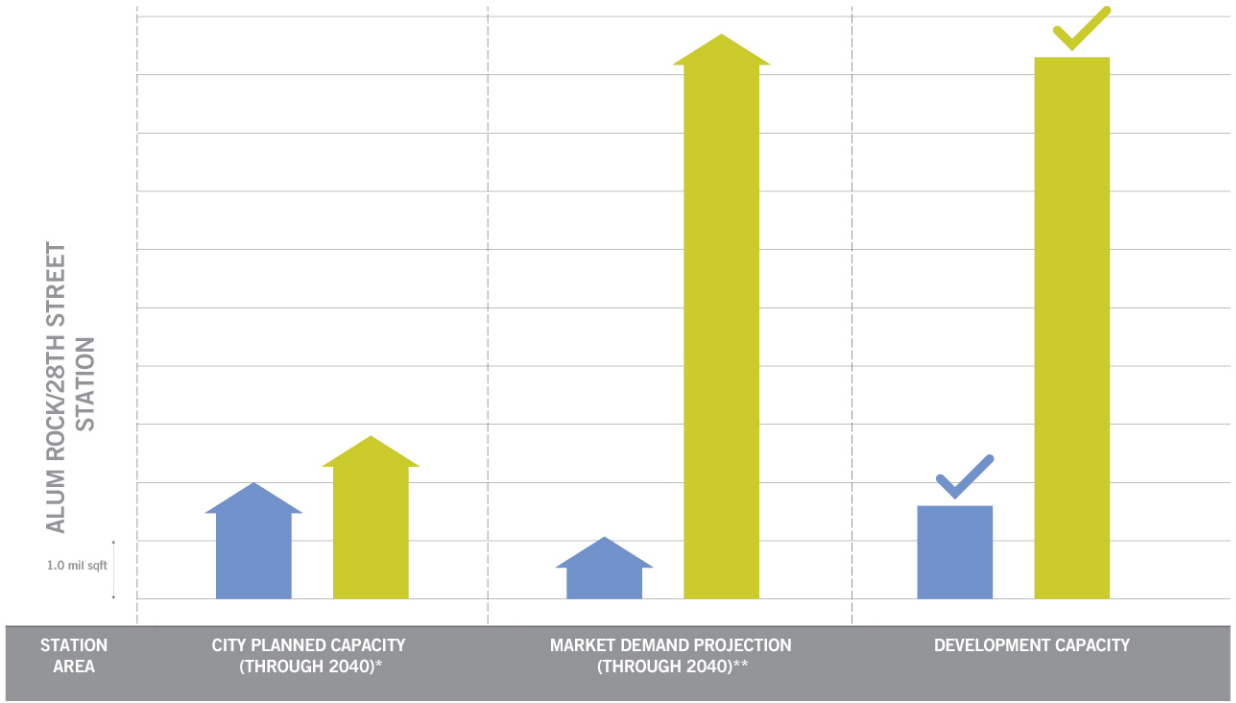
CORRIDOR
Corridor

SITES
Opportunity Sites
Existing Development Projects



DEVELOPMENT PROJECTION COMPARISON



*Roosevelt Park, Little Portugal, Five Wounds, and 24th and William Street Urban Village Plans.
**Does not include development that is currently under construction or recently completed.
*** Dwelling units calculated at 1,200 sf/unit.

Commercial
Residential

WHAT WE LEARNED

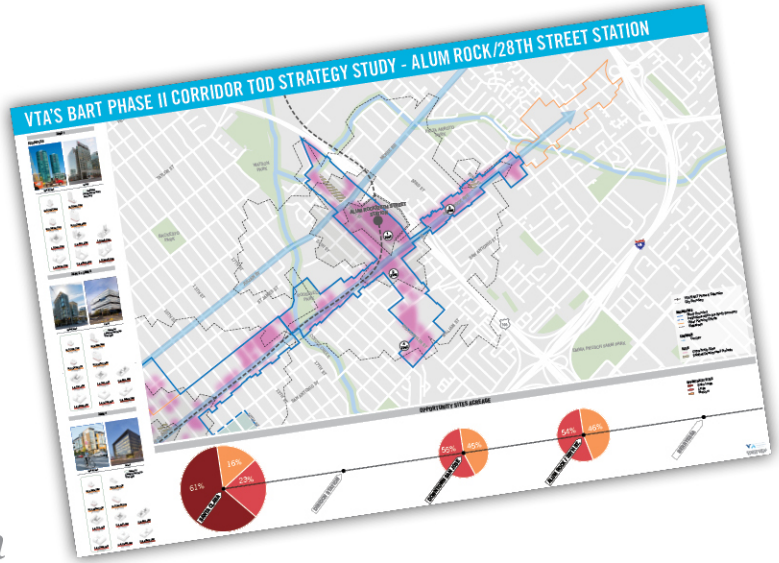
CWG #1 Workshop Summary

- HIGH DENSITY NEAR STATIONS (HIGH RISE WHERE APPROPRIATE)
- PROTECT EXISTING VIEW CORRIDORS
- CELEBRATE THE FIVE WOUNDS PORTUGUESE NATIONAL CHURCH

- JOBS/HOUSING BALANCE - MIX OF USES
- SUPPORT SMALL LOCAL BUSINESS
- LOCATE JOBS NEAR TRANSIT (REGIONAL JOBS OK, BUT PRIORITY FOR EXISTING RESIDENTS)
- AFFORDABLE HOUSING PREVENT DISPLACEMENT

- COMMUNITY AMENITIES
- FIND A NEW ANCHOR (JOB OR CULTURE) THAT WOULD HELP LOCAL BUSINESSES THRIVE

TONIGHT'S WORKSHOP



In light of the Opportunities and Constraints Analysis

1. *Revisit top priorities*

Focusing on the residential and commercial program, revisit the top priorities for your station area.

2. *Discuss how to address the top priorities*

Discuss the location and type of residential and commercial development that you would like to see in each zone of your station area. Use the map to mark your ideas and suggestions.

Santa Clara Valley Transportation Authority

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