

*VTA/BART
PHASE II CORRIDOR
TOD STRATEGY STUDY*

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



APRIL 24-26, 2018

AGENDA FOR TONIGHT

(5:30 PM TO 6:30 PM)

- *Team introduction & Agenda* 3 min.
- *“What is good TOD?” presentation* 20 min.
- *Breakout session at small tables*
 - *Define priorities for your station area* 10 min.
 - *Discuss how to address priorities* 15 min.
 - *Each group report back to the larger group* 8 min.

CWG OPPORTUNITIES FOR INPUT

- 1. April 2018: “What is good TOD?” & Priorities for your Station Area*
- 2. June 2018: Station Study Area Boundaries & Existing Conditions*
- 3. September 2018: Opportunities and Constraints*
- 4. November 2018: Review Proposed TOD Strategies and Guidelines*
- 5. April 2019: Review Recommendations for TOD in your Station Area*

PREVIOUS PLANNING EFFORTS

- *Alum Rock Urban Village Plan*
- *24th St./ William Urban Village Plan*
- *Roosevelt Park Urban Village Plan*
- *Little Portugal Urban Village Plan*
- *Five Wounds BART Station Area Community Concept Plan*
- *Santa Clara Station Area Plan*
- *Diridon Station Area Plan (2014)*
- *Envision San Jose 2040*
- *San Jose Downtown Strategy*
- *Complete Street Design Guidelines*
- *Downtown Streetlife Plan*
- *Park Paseo: Reimagining San Jose City Center's Walkable Corridor*
- *EIR BART Phase II Extension Draft*



WHAT IS TOD?

Transit Oriented Development (TOD) refers to compact, walkable, pedestrian-oriented, mixed-use development that is centered around high quality transit systems and is not dependent on cars.

PLACEMAKING

Respond to the existing context

- Support a diverse community
- Establish an engaging and vibrant public realm
- Promote more compact and walkable urban environment



MOBILITY

Transit as a gateway to the city

- Provide access to multiple modes of transportation
- Provide ease of connectivity to, from and through the TOD
- Ensure parking need is right-sized

ECONOMIC VALUE

Transit as an economic catalyst

- Enable access to jobs and other economic opportunities
- Provide a range of housing options
- Support existing neighborhoods

USER EXPERIENCE

Programming and Identity

- Showcase the culture and identity of local communities
- Enable a diverse mix of uses and engaging activities
- Ensure a clear and legible urban environment

“SONIC RUNWAY” LIGHT ART INSTALLATION CITY HALL, SAN JOSE

Placemaking

- *JOBS AND HOUSING BALANCE*
- *VIBRANCY*
- *WALKABILITY*

JOBS AND HOUSING BALANCE



Ensure Jobs and Housing balance that supports vibrant and diverse communities



DIVERSE HOUSING TYPES



Provide diversity of housing types near transit and ensure investment in existing neighborhoods to build complete, mixed-income communities



BALANCED MIX OF USES



Enable a rich mix of uses, services and amenities that supports an active public realm



ANCHOR DESTINATIONS



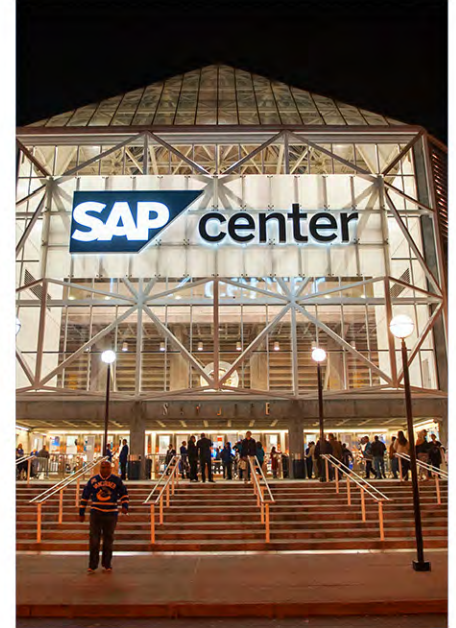
JOB CENTER



EDUCATION

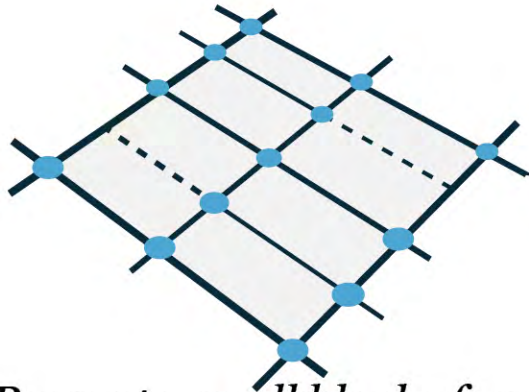


CULTURE



ENTERTAINMENT

WALKABLE BLOCKS



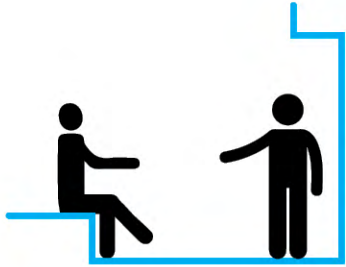
Promote small blocks for a more compact and walkable development



MISSION ROCK, SAN FRANCISCO

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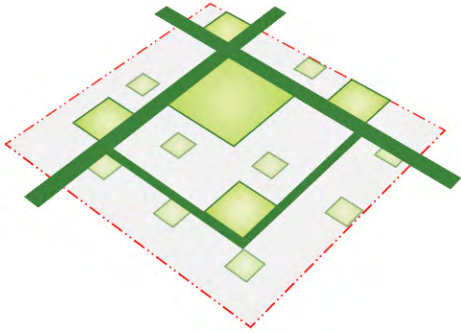
ACTIVE GROUND FLOOR



Activities on the ground floor lend interest and character to the public realm



ENGAGING PUBLIC SPACES



Leverage public spaces that offer respite, recreation and support a variety of activities.

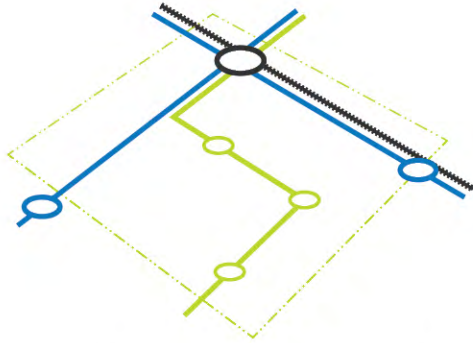




Mobility

- *MULTIMODALITY*
- *ACCESSIBILITY*

TRANSPORTATION OPTIONS



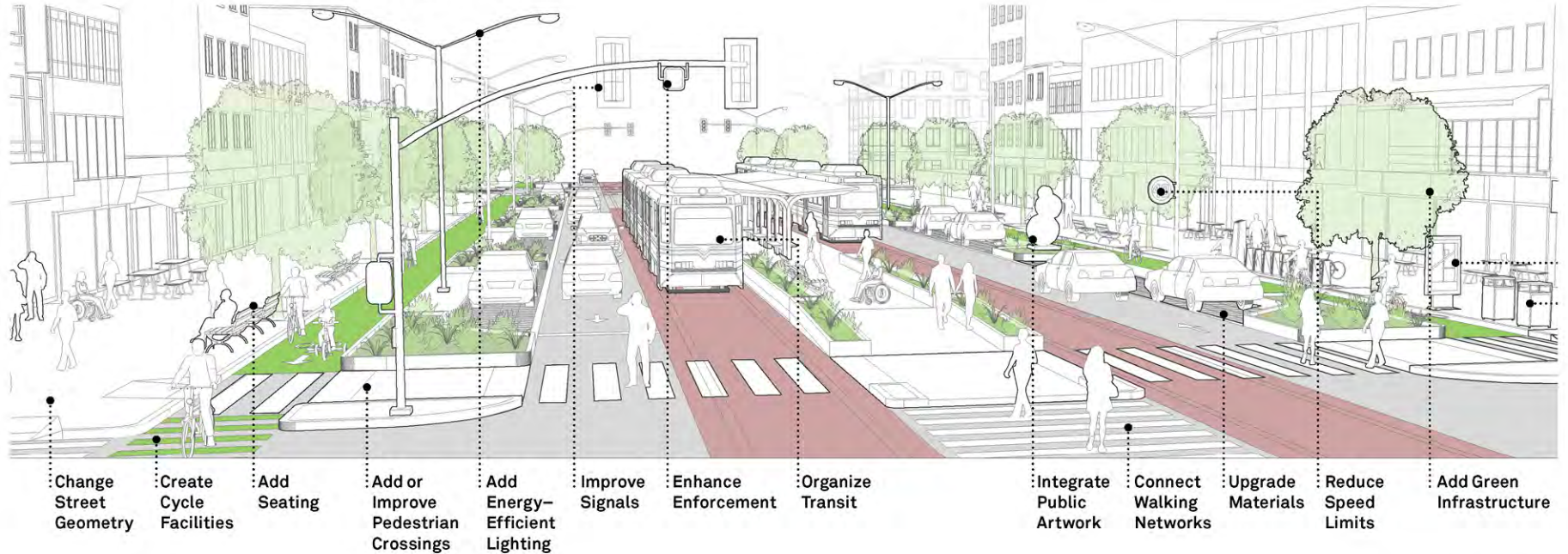
Provide access to multiple transportation options - walking, biking, public transit, shared mobility and private vehicles



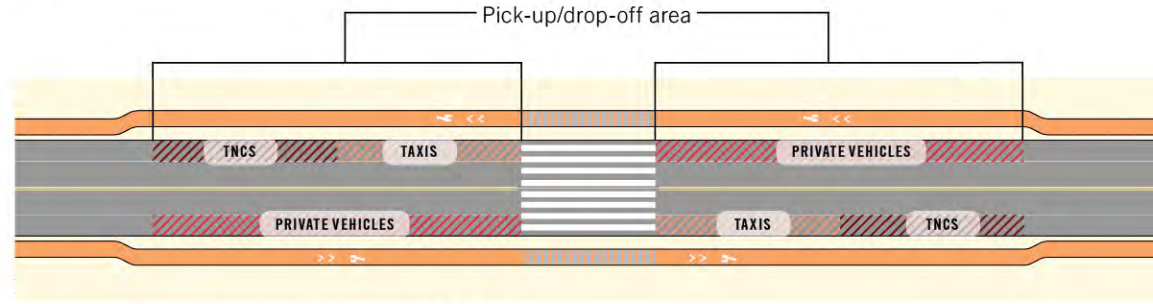
DELFT STATION HALL, DELFT

COMPLETE STREETS

Enabling multiple transportation options within the street right of way



CURB MANAGEMENT



Prioritize efficient pick-up and drop-off along curbs to better serve shared mobility services and private shuttles.



Image credit: Robin Chiang & Company and Nelson\Nygaard

RIGHT-SIZING PARKING



TYPICAL MINIMUM REQUIREMENTS

- Requirement > Average Demand
- Hide all parking costs

'TAILORED' MINIMUM REQUIREMENTS

- Share parking between uses
- Adjust zoning requirements

ABOLISH MINIMUM REQUIREMENTS

- Market decides total supply
- Unbundle parking cost from rent/lease
- District-wide approach to parking management

SET MAXIMUM REQUIREMENTS

- Limit parking to road capacity
- Unbundle parking from building
- District-wide approach to parking management

The background features three overlapping circles. The top-left circle is a bright cyan. The bottom-left circle is a medium blue. The top-right circle is a light lime green. The text is centered within the overlapping area of the two blue circles.

Economic Value

- *JOBS & ECONOMIC OPPORTUNITIES*
- *HOUSING AFFORDABILITY & NEIGHBORHOOD STABILITY*

ECONOMIC COMPETITIVENESS

TOD helps communities absorb new jobs with less new traffic and parking demand.



THRIVING LOCAL ECONOMY



Walkable, transit-oriented neighborhoods can help support local retail and services, restaurants and other businesses.

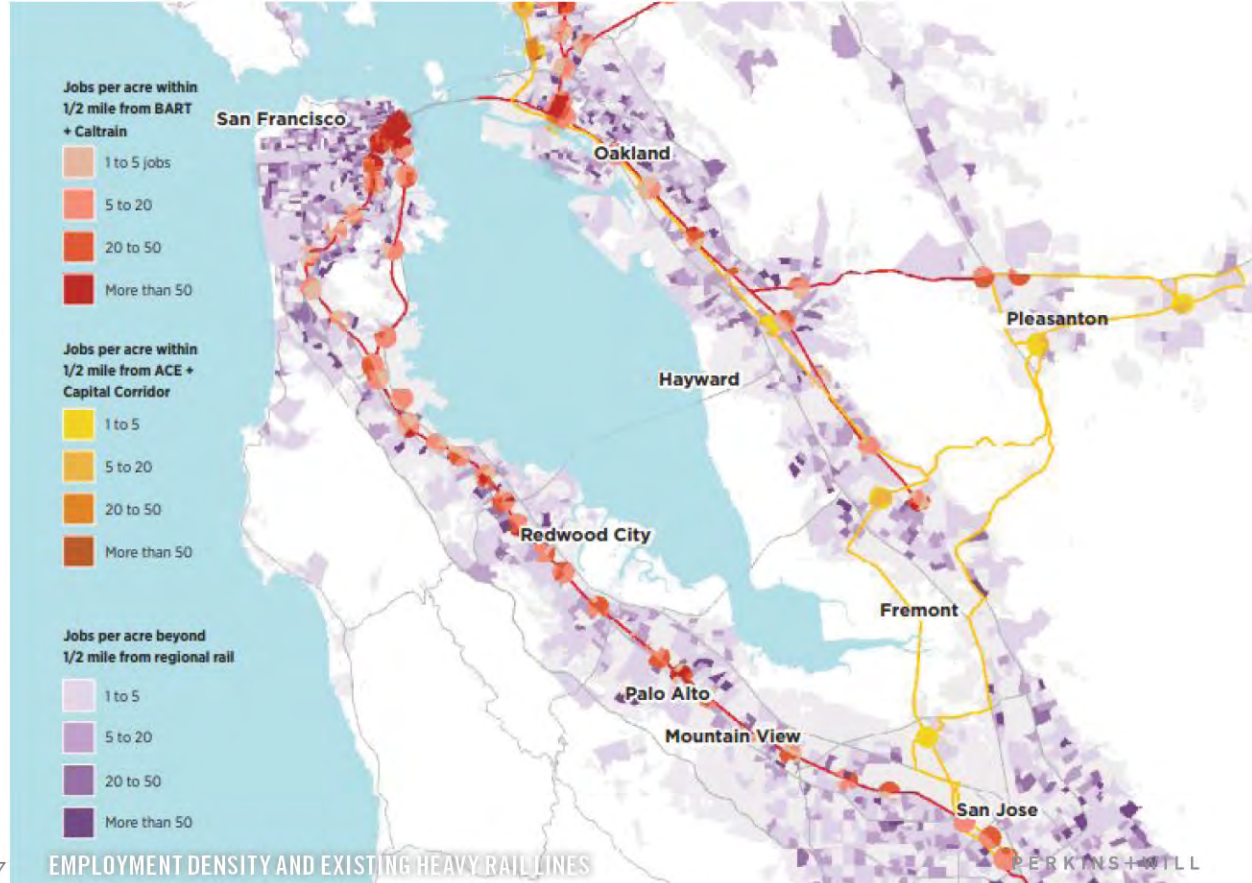


ACCESS TO OPPORTUNITY



TOD helps workers access jobs and educational opportunities, while spending less on transportation.

Source: SPUR, 2017



ADDRESSING THE REGIONAL HOUSING CRISIS

Strong demand for townhomes and multi-family housing located close to transit.

Construction of market-rate and affordable housing near transit helps meet local and regional housing needs.



STABILIZING EXISTING COMMUNITIES

Good TOD requires policies to ensure that low- and moderate-income residents can benefit from improved transit access



EXPAND SUPPLY OF AFFORDABLE HOUSING

Develop new affordable housing with public subsidies and private sector contributions



PROTECT VULNERABLE RESIDENTS

Enact policies to protect renters from displacement

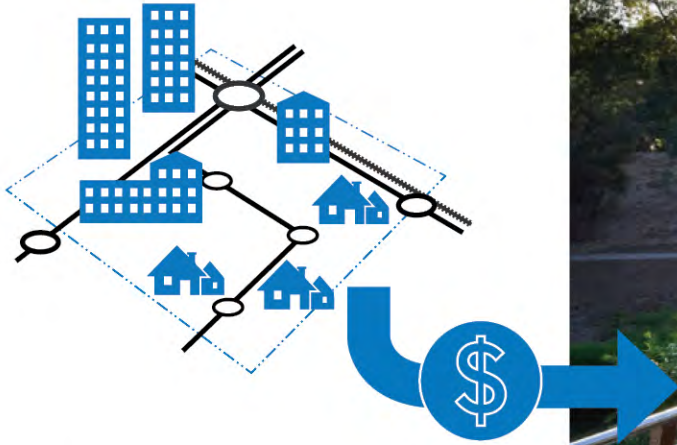


PRESERVE EXISTING AFFORDABLE HOUSING

Preserve existing housing that is affordable to low- and middle-income households

Source: Enterprise Community Partners

LEVERAGING THE VALUE OF TOD



Good TOD creates value that can be leveraged to support affordable housing and other neighborhood investments.



SAN JOSE'S INCLUSIONARY HOUSING POLICY

15%

15% of units in new residential development must be affordable to lower income households.

Alternatively, developers may build 20% affordable units off-site or pay an in-lieu fee.

Source: City of San Jose Inclusionary Housing Ordinance



101 EAST SAN FERNANDO, SAN JOSE - 68 VERY LOW INCOME UNITS

PERKINS+WILL

SANTA CLARA'S INCLUSIONARY HOUSING POLICY

15%

15% of units in new residential development must be affordable to lower income households. Alternatively, developers may dedicate land or build affordable units off-site.

Source: City of Santa Clara Inclusionary Housing Ordinance



431 EL CAMINO REAL, DOMICILIO SANTA CLARA - 31 LOW AND MODERATE INCOME UNITS

VTA'S AFFORDABLE HOUSING POLICY

35%

35% of total new residential units built on VTA properties will be affordable to very low income and low income households. Individual projects must provide a minimum of 20% affordable housing.

Source: VTA TOD Joint Development Policy (2016)



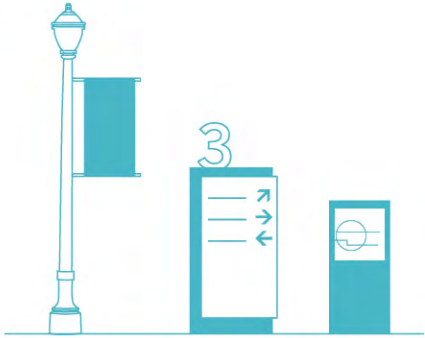
BROOKWOOD TERRACE, SAN JOSE

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User Experience

- *ARRIVAL & WAYFINDING*
- *CULTURE & IDENTITY*
- *HEALTH & WELL-BEING*

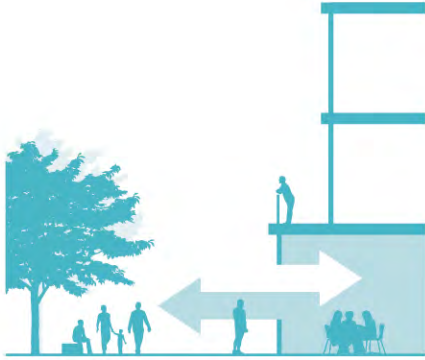
SENSE OF ARRIVAL & WAYFINDING



Provide a clear sense of arrival and an intuitive wayfinding to access all modes of transportation



EYES ON THE STREET



Active public realm and clear sight lines provide safe environment



RICHMOND BRIGHOUSE STATION, RICHMOND

CULTURAL GATHERINGS



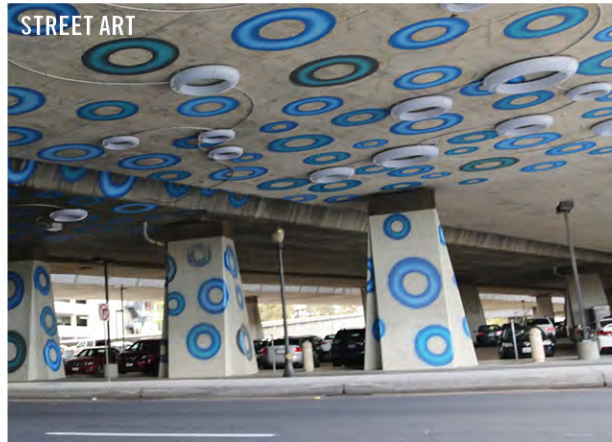
*Provide space for activities
that support social
interaction*



ART & IDENTITY



Encourage cultural expression and local identity



TONIGHT'S WORKSHOP



1. Define the top priorities for your station area

Select and prioritize the top priority (ies) for your station area.

2. Discuss how to address the priority (ies)

Discuss how to best address the selected priority (ies) by choosing specific strategies or proposing new strategies on post it and place them on the base map. Use the map to mark your ideas and suggestions.