

VTA's BART Silicon Valley Phase II Extension Project

Alum Rock/28th Street Community Working Group

September 11, 2019



Agenda

- Announcements
- Follow-Up Items
- CWG Member Report Back
- Diridon Integrated Station Concept Plan
- Recurring Status Updates
- Phase II Update
- Design Development Framework
- Transit Oriented Communities Strategy Study
- Next Steps

Announcements

2020 CWG Dates

- Wednesday, February 12, 2020
- Wednesday, May 13, 2020
- Wednesday, September 16, 2020
- Wednesday, November 18, 2020

Role of the CWG

- Be project liaisons
- Receive briefings on technical areas
- Receive project updates
- Build an understanding of the project
- Collaborate with VTA
- Contribute to the successful delivery of the project

Your Role as a CWG Member

- Attend CWG meetings
 - Bring your own binder
- Be honest
- Report back and provide feedback
- Get informed
- Disseminate accurate information
- Act as conduits for information to community at large

Role of the CWG Team

CWG Team Member	Role
Eileen Goodwin	Facilitator
Gretchen Baisa	Primary Outreach Contact
Jill Gibson	Phase II Planning Manager
Kate Christopherson	CWG Coordinator

Upcoming Meetings

- CWG Dates
 - November 13, 2019, 4:00-6:00 PM
- VTA Board Workshop
 - September 20, 2019, 9:00 AM
- VTA Board of Directors
 - (<https://www.vta.org/about/board-and-committees>)
 - October 3, 2019, 5:30 PM
 - November 7, 2019, 5:30 PM

Follow-Up Items

Follow-Up Items

- A link to the Diridon Integrated Station Concept Plan survey was included in the June meeting summary.
- VTA staff will update CWG members on the Small Business Resources Study at the November CWG.
- VTA staff will update CWG members on the airport connector when new information is available.
- VTA staff will update CWG members when station naming is an item on a future VTA Board agenda.
- VTA staff will update CWG members on the project's funding plan when new information is available.

CWGW Member Report Back



September 11, 2019

SAN JOSÉ DIRIDON STATION

Integrated Station Concept Plan

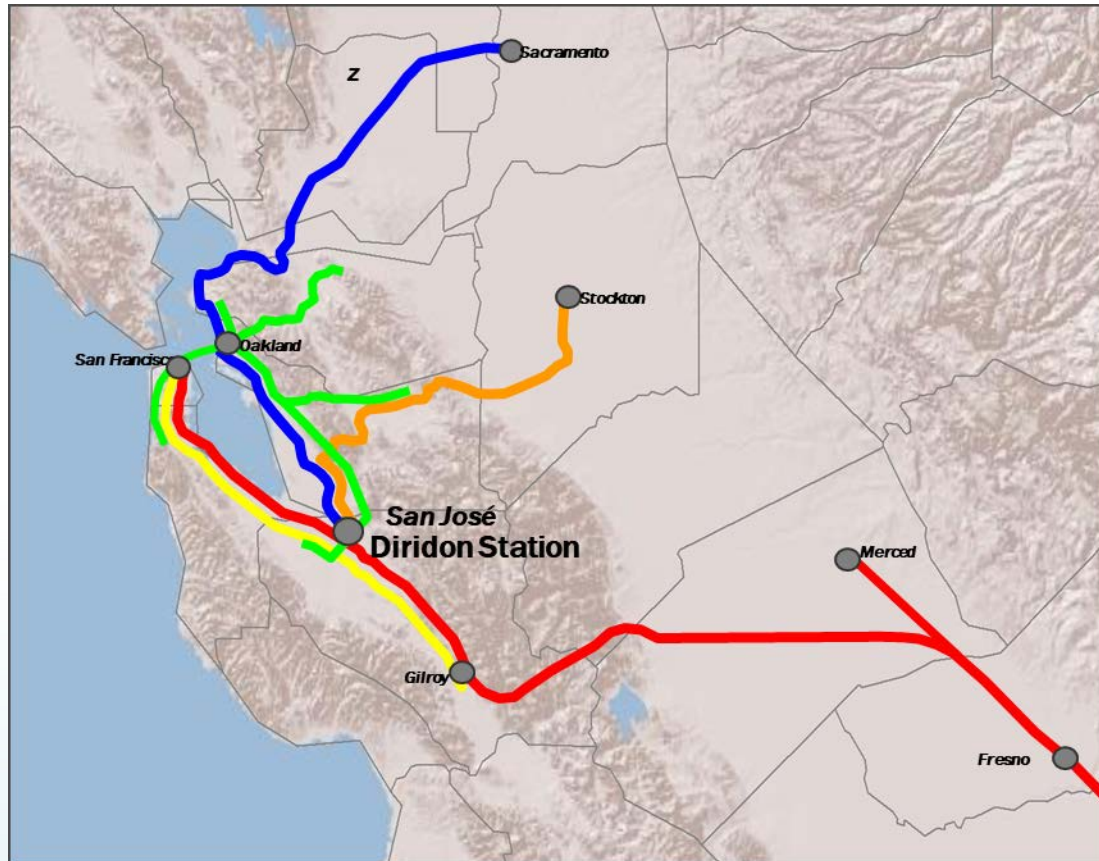
Cooperative Agreement

- Work as a cohesive group
- Shared vision for a fresh, bold look
- Co-create an *integrated* project (i.e., tracks, station, development)
- Partner resources & commitments (funding, grants, etc.)
- “You won’t get everything you want, but you will get more than you expected!”



Expanding Rail Service at Diridon

Planned Major Regional Rail Services San José Diridon



High-Speed Rail



BART



Caltrain



ACE



Capitol Corridor

Philosophy for the Future Station

The vision is to deliver a world-class transportation hub that provides seamless customer experience for movement between transit modes within the station and into the surrounding neighborhoods and Downtown

Key Objectives



A Multi-modal, Integrated, and Human-centered Station



The Station as Catalyst for the Urban Environment



The Station as a Destination



A Compelling Vision for the Future of the Diridon Station



A Futureproof, Flexible, Adaptive, and Innovative Station



Partnership Organization

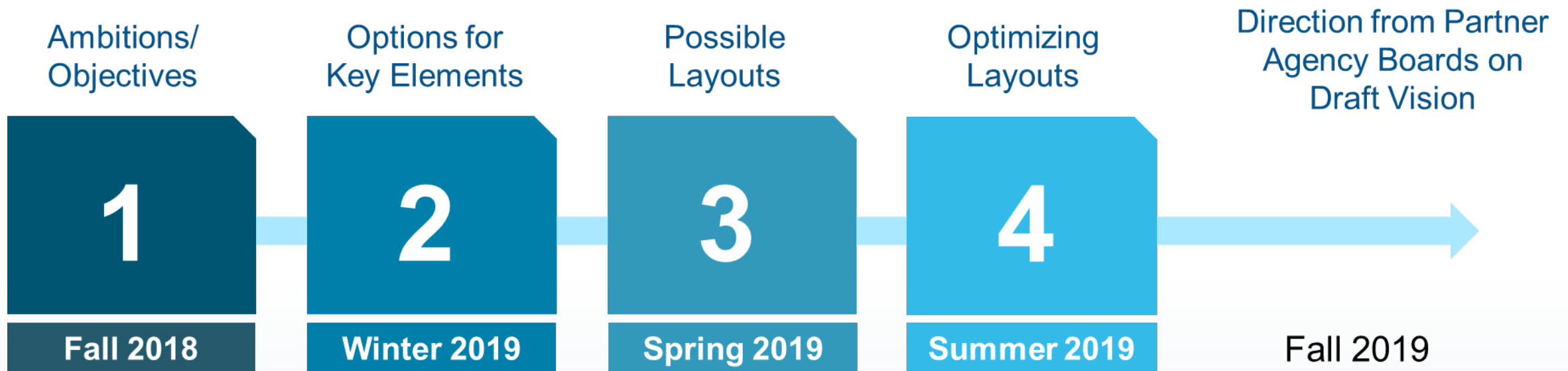


Internal & External Stakeholder



Funding Objectives and Risk Management

Phase I Process & Outreach Rounds



BIG MOVES & THE KIT OF PARTS

Big Moves

Vertical Platform Position

- At grade
- Elevated

Station Location

- San Fernando Street
- Santa Clara Street
- Stover Street

North Alignment

- Existing Northern Corridor
- New Northern Corridor

South Alignment

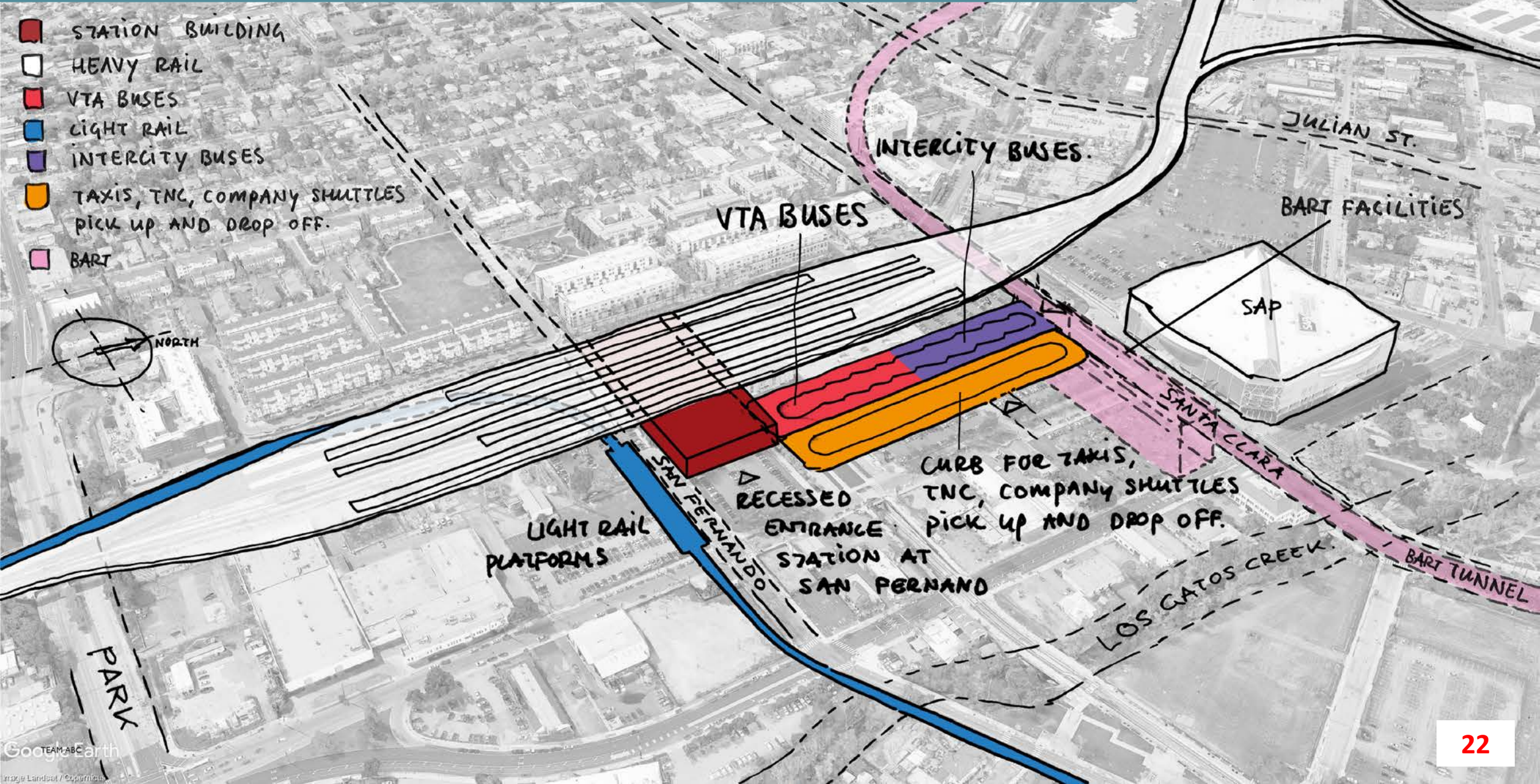
- Existing Southern Corridor
- I-280 & Existing Southern Corridor

The Kit of Parts

- Pedestrian & bikes
- Light Rail
- VTA bus
- BART
- Intercity buses
- Taxis, TNC, AV, company shuttles, pick up & drop off
- Parking

LAYOUT 1: SAN FERNANDO STREET

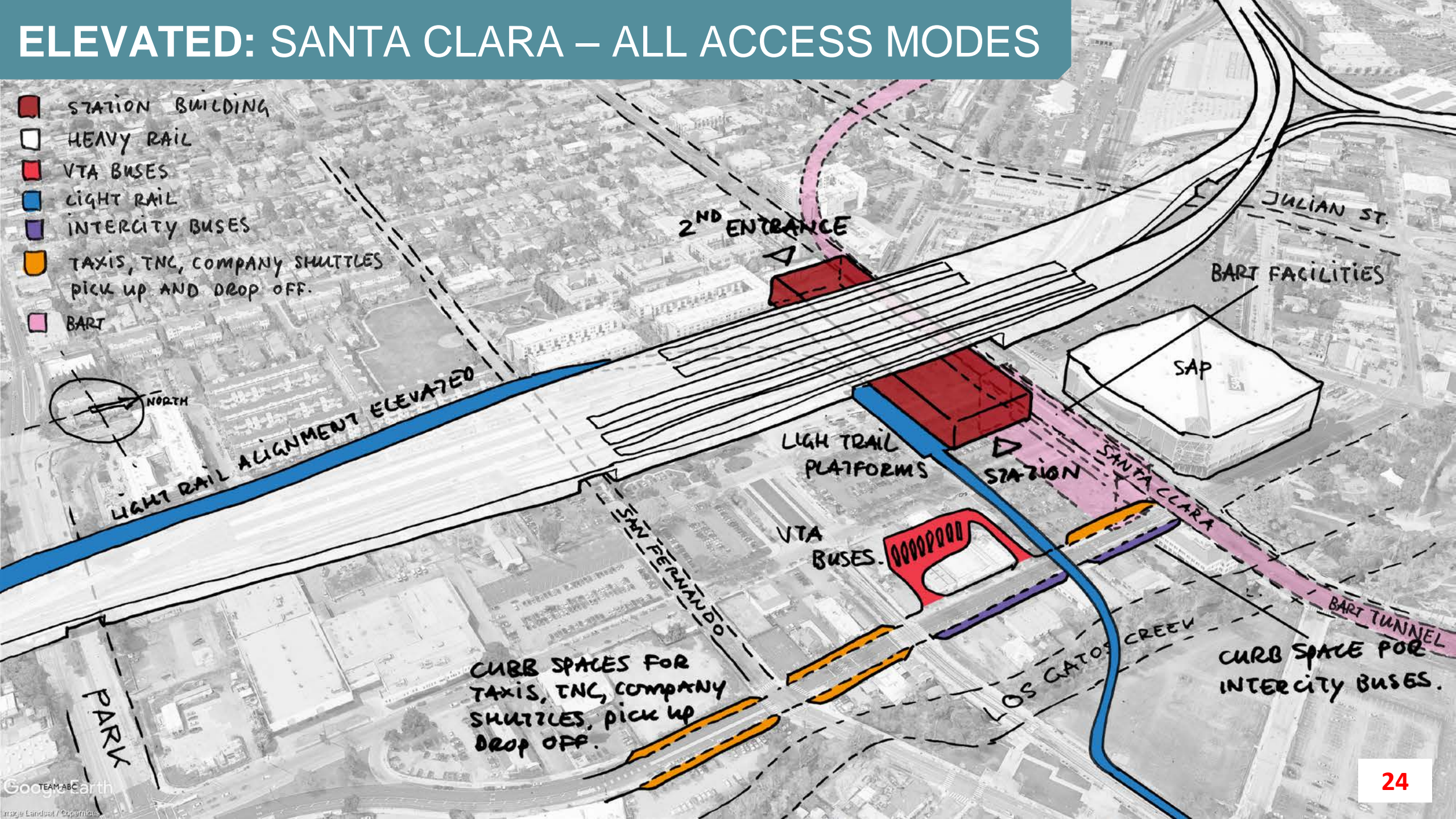
AT-GRADE: SAN FERNANDO – ALL ACCESS MODES



LAYOUT 2: SANTA CLARA STREET

ELEVATED: SANTA CLARA – ALL ACCESS MODES

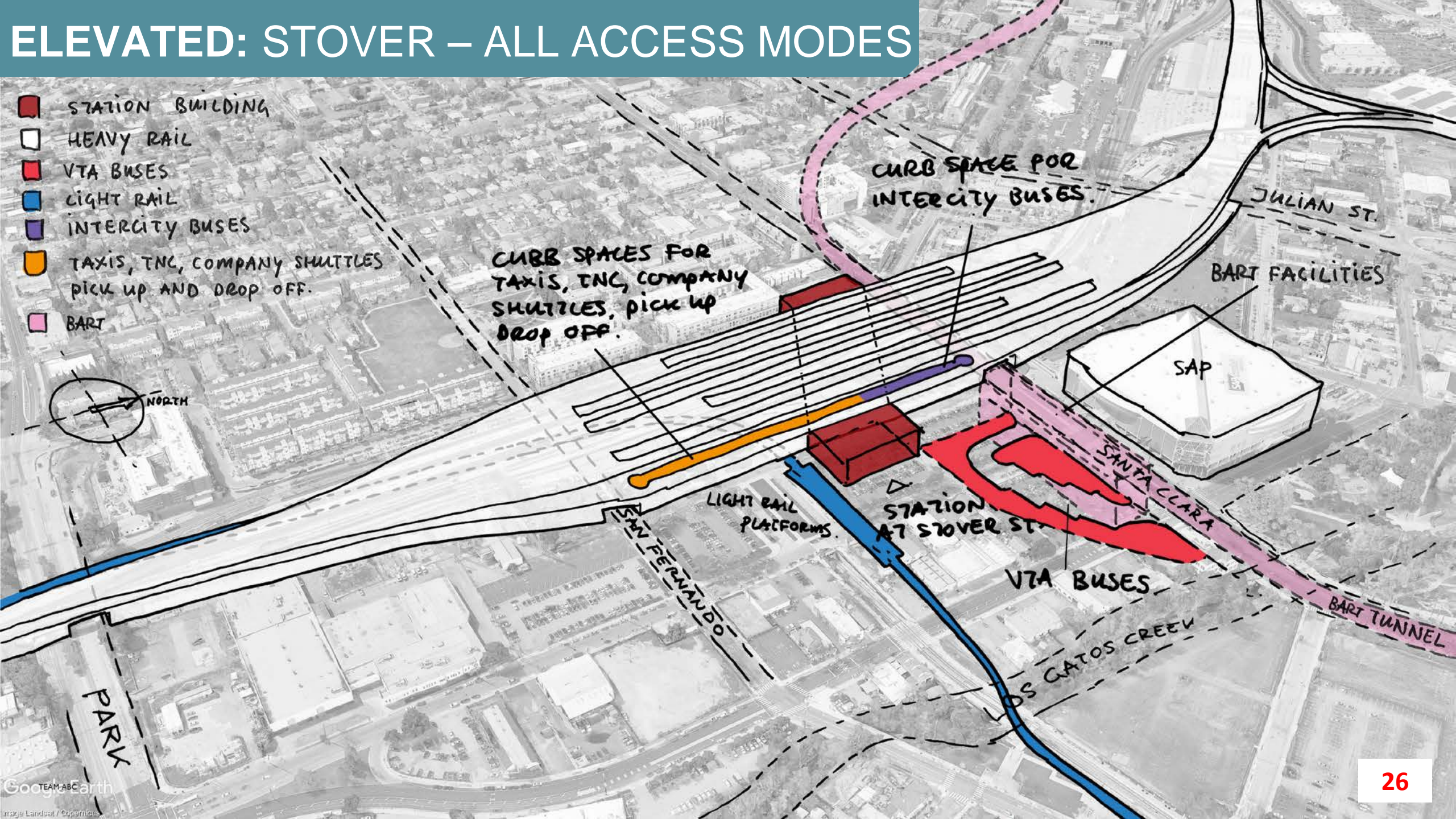
- STATION BUILDING
- HEAVY RAIL
- VTA BUSES
- LIGHT RAIL
- INTERCITY BUSES
- TAXIS, TNC, COMPANY SHUTTLES PICK UP AND DROP OFF.
- BART



LAYOUT 3: STOVER STREET

ELEVATED: STOVER – ALL ACCESS MODES

- STATION BUILDING
- HEAVY RAIL
- VTA BUSES
- LIGHT RAIL
- INTERCITY BUSES
- TAXIS, TNC, COMPANY SHUTTLES PICK UP AND DROP OFF.
- BART



Comparing Layouts

	Layout 1: San Fernando St.	Layout 2: Santa Clara St.	Layout 3: Stover St.
Vertical Platform Position	At Grade	Elevated	Elevated
North Alignment	Existing corridor	Northern corridor	Northern corridor
South Alignment	Existing corridor	I-280 & existing	Existing corridor
Concourse	In tunnel	At grade	At grade
City Bus	On platforms on Cahill St.	Under building at Autumn St.	Under tracks and building at W Santa Clara St.
Intercity buses		At curbs on Autumn St	On flyover in between San Carlos / Julian
Taxis			
TNC and AV			
Pick up/drop off			

IN PROGRESS: OPTIMIZING LAYOUTS

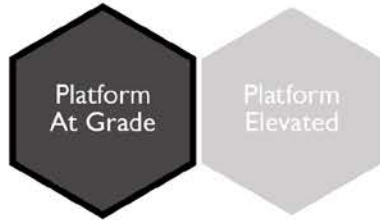
The Optimization Process

- Partner agencies evaluate layouts
- Incorporate public input into mixing and matching
- Identify opportunities for mixing and matching
- Develop draft vision
- Seek additional public feedback
- Present to the partner agency policy boards

MIXING AND MATCHING

EXAMPLE

Vertical Platform Position



Station Location



North Alignment



South Alignment



VTA Bus



Intercity Bus



Taxis, TNC/AV, Pick up/Drop off



BART



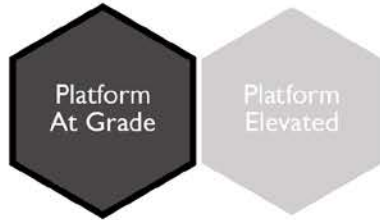
Light Rail



MIXING AND MATCHING

EXAMPLE

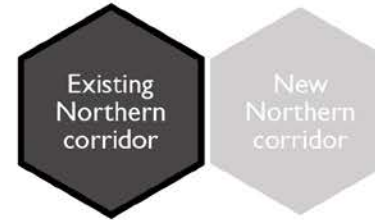
Vertical Platform Position



Station Location



North Alignment



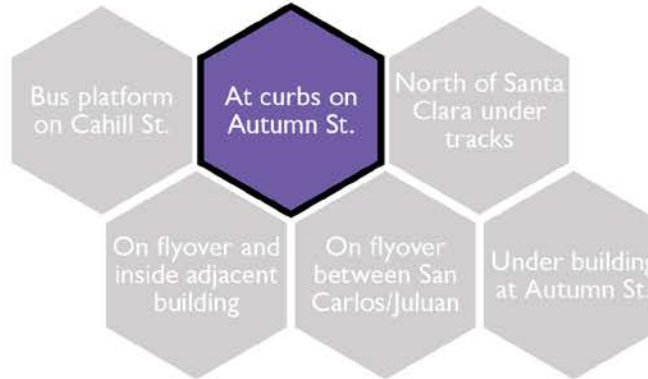
South Alignment



VTA Bus



Intercity Bus



Taxis, TNC/AV, Pick up/Drop off



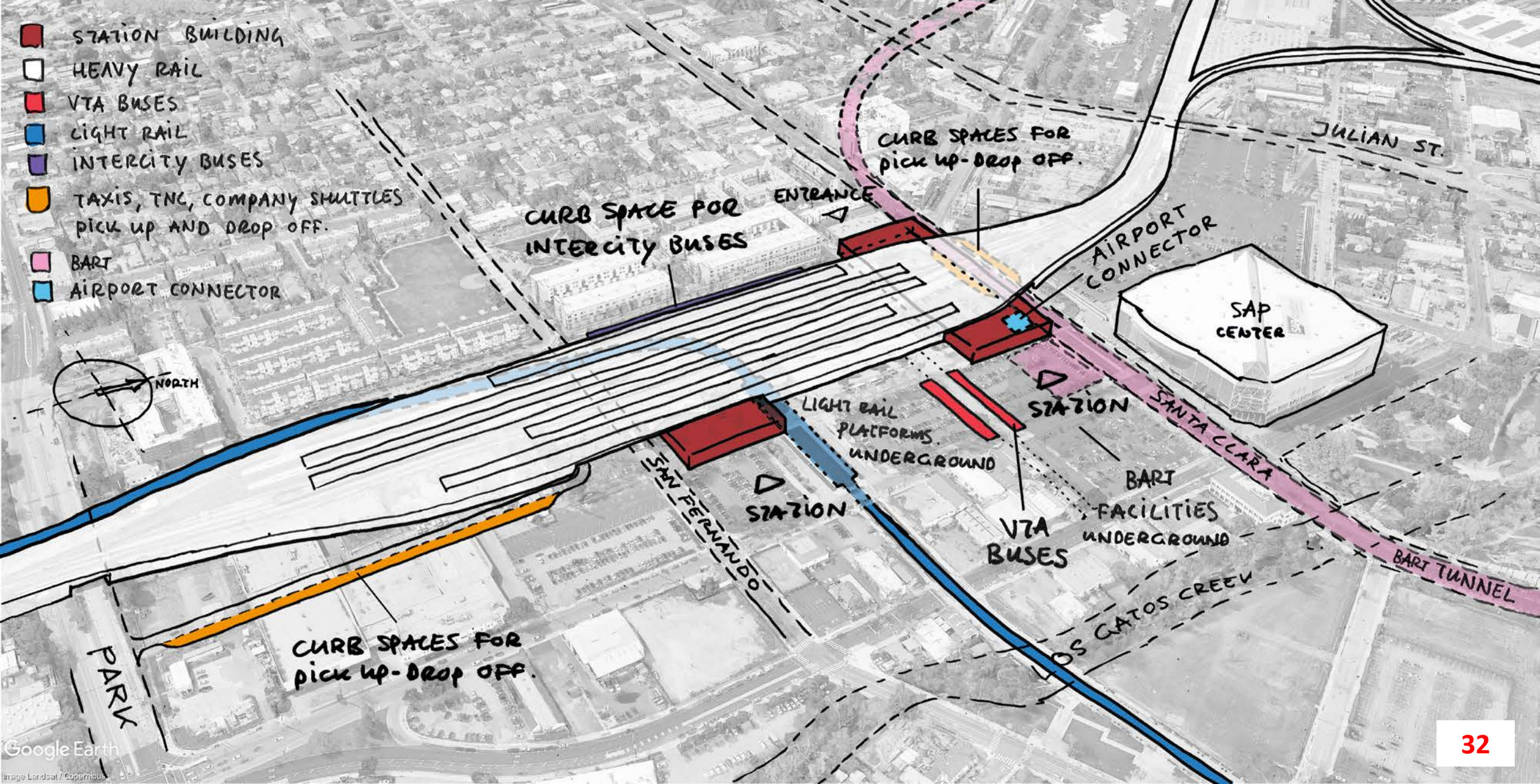
BART



Light Rail



OPTIMIZED: ELEVATED DUAL CONCOURSE



IN PROGRESS: COMMUNITY OUTREACH

Upcoming Outreach Round #4

Viva Calle – September 22

- Raising awareness for community workshop and input opportunities

Big Moves Workshops – September 23

- Exploring big spatial moves in depth, especially the impacts of the rail corridor expansion

Draft Vision Community Open House – Fall 2019

- Sharing the draft vision direction designed during the DISC Concept Plan Phase I

Boards & Council Meetings – Fall 2019

- Sharing the progress made during the DISC Concept Plan Phase I
- Seeking direction on the draft vision

QUESTIONS & COMMENTS

For more information, visit: www.diridonsj.org/disc

Recurring Status Updates

Jill Gibson, VTA

Recurring Status Updates

- Phase II Planning of Real Estate Acquisition
- Federal Involvement and Related Issues
- Construction Activities
- Station Naming

Phase II Update

Jill Gibson, VTA

FTA Visit and Announcement



- In June, FTA selected VTA as the first participant in its Expedited Project Delivery (EPD) Pilot Program.
- FTA Acting Administrator K. Jane Williams visited VTA on August 28, 2019. She announced that FTA allocated VTA \$125 million to the Phase II Project, the first project to receive a funding allocation under the EPD Pilot Program.

FTA's Expedited Project Delivery

- The \$125 million allocation is the first allocation of VTA's requested Full-Funding Grant Agreement from FTA
- Possible Fund Uses:
 - Design and engineering
 - Utility relocations
 - Property acquisition
 - Procurement packages
 - Long lead procurement items

Single-Bore: Center Platform Configuration

Elements Summary:

- Approximately 55 ft. diameter tunnel with side-by-side tracks
- 24 ft. center platform with concourse above inside tunnel
- A minimum of one station building with a minimum of two entrances/exits
- Reconsider need for mid-tunnel ventilation facilities
- Potential for station ventilation and traction power facilities to be located in tunnel
- Newhall Yard & Santa Clara Station contained within VTA owned property
- Multi-track stub station at Santa Clara Station

VTA Board Workshop

- Sept. 20, 2019 at 9:00 AM
VTA's River Oaks Auditorium,
3331 N First St, San José
- Open to the public

Workshop will cover:

Project Configuration Details
Station Concepts
Project Funding & EPD
Schedule
Transit Oriented Communities
Design Development Framework
Community Engagement

Historic Buildings and Structures

VTA is implementing measures from the 2018 Final SEIS/SEIR and the Programmatic Agreement for historic buildings and structures.

Historic Preservation

- Hire a historic buildings expert to review designs and advise the project team

Pre-Construction

- Conduct pre-construction building surveys
- Install vibration, sound, and/or settlement monitors (if required)

Construction

- Monitor noise, vibration, and settlement

Post-Construction

- Conduct post-construction surveys

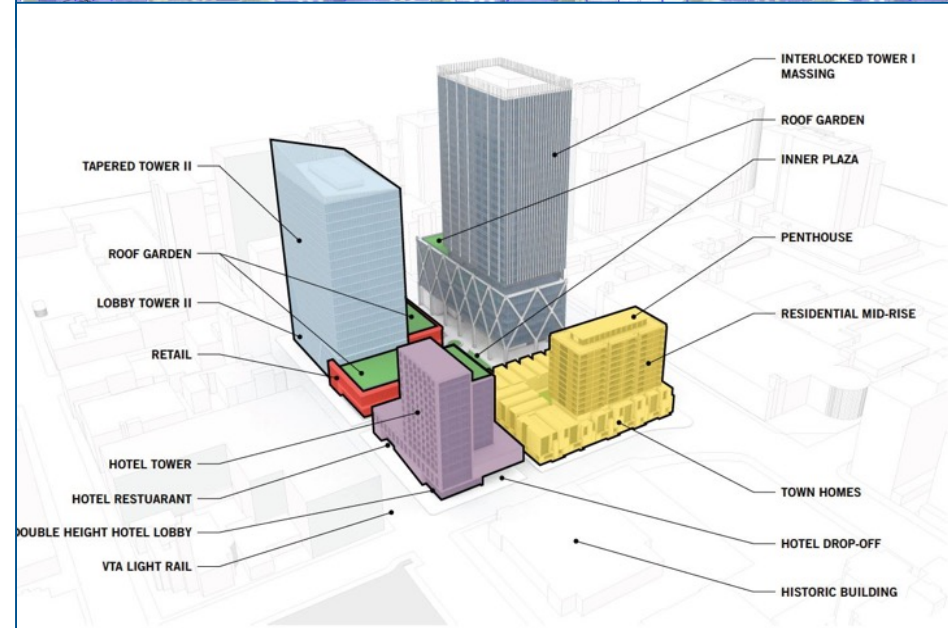
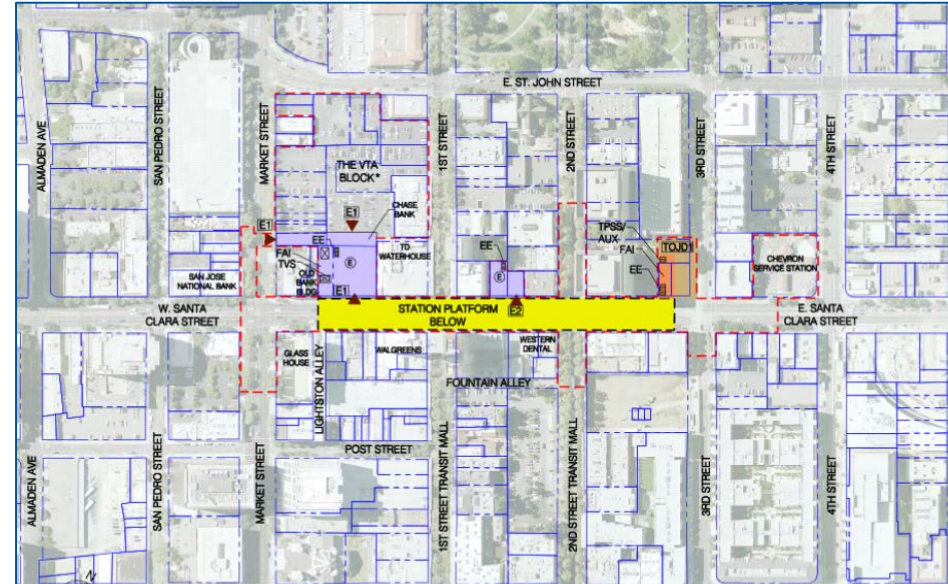
Questions?

Design Development Framework

Jeremy Nelson & Marcy Kamerath, VTA

Downtown San José BART Station: Work Done to Date

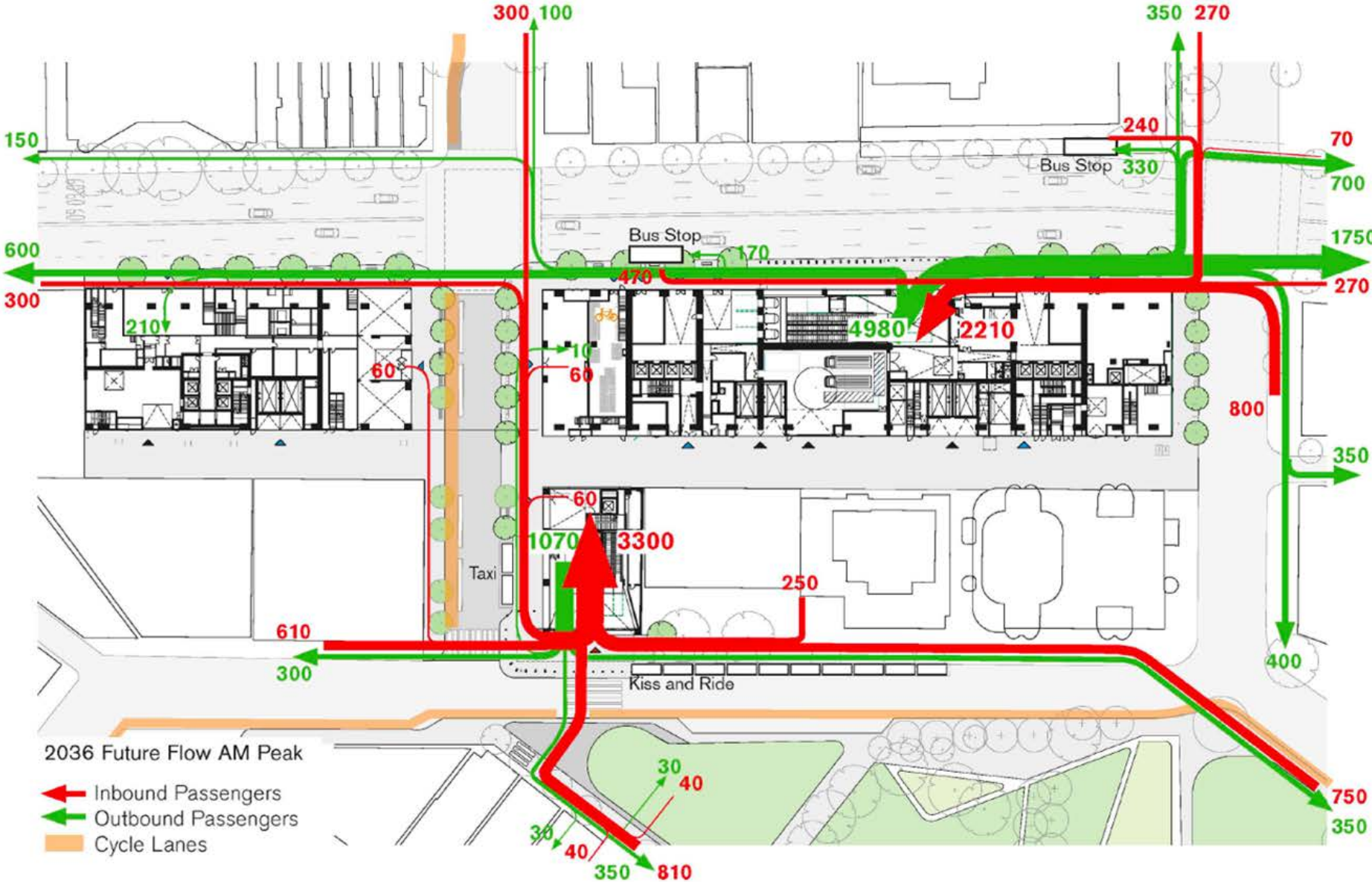
- Transit-Oriented Development:
 - 2017 VTA internal vision exercise
 - 2018 Final SEIS/SEIR (environmental document)
 - 2019 Transit Oriented Communities (TOCs) Strategy Study
- Station Design/Engineering:
 - Tunnel and station concepts
 - GEC recently on-board



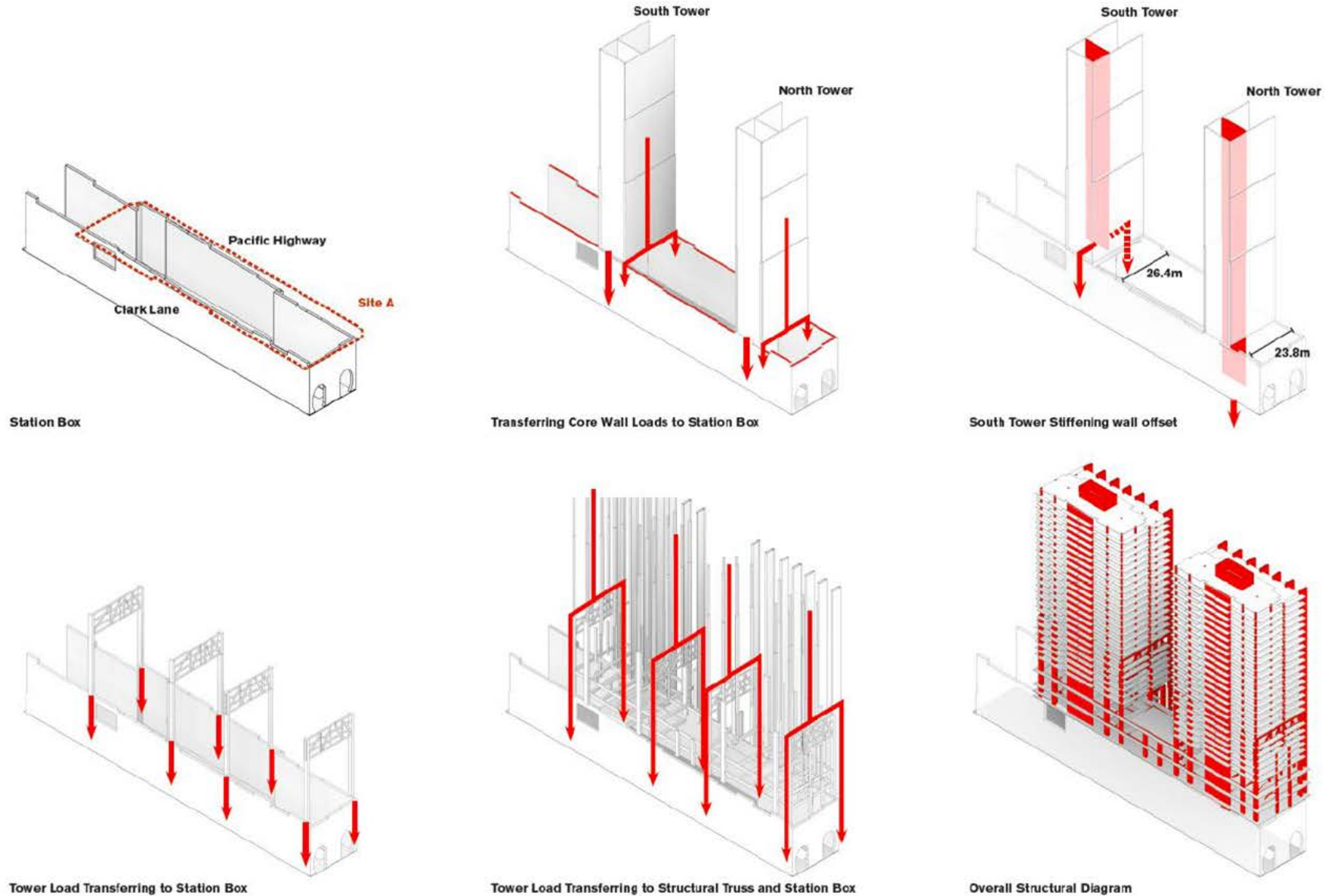
Foster + Partners TOD Experience: Sydney



Foster + Partners TOD Experience: Sydney



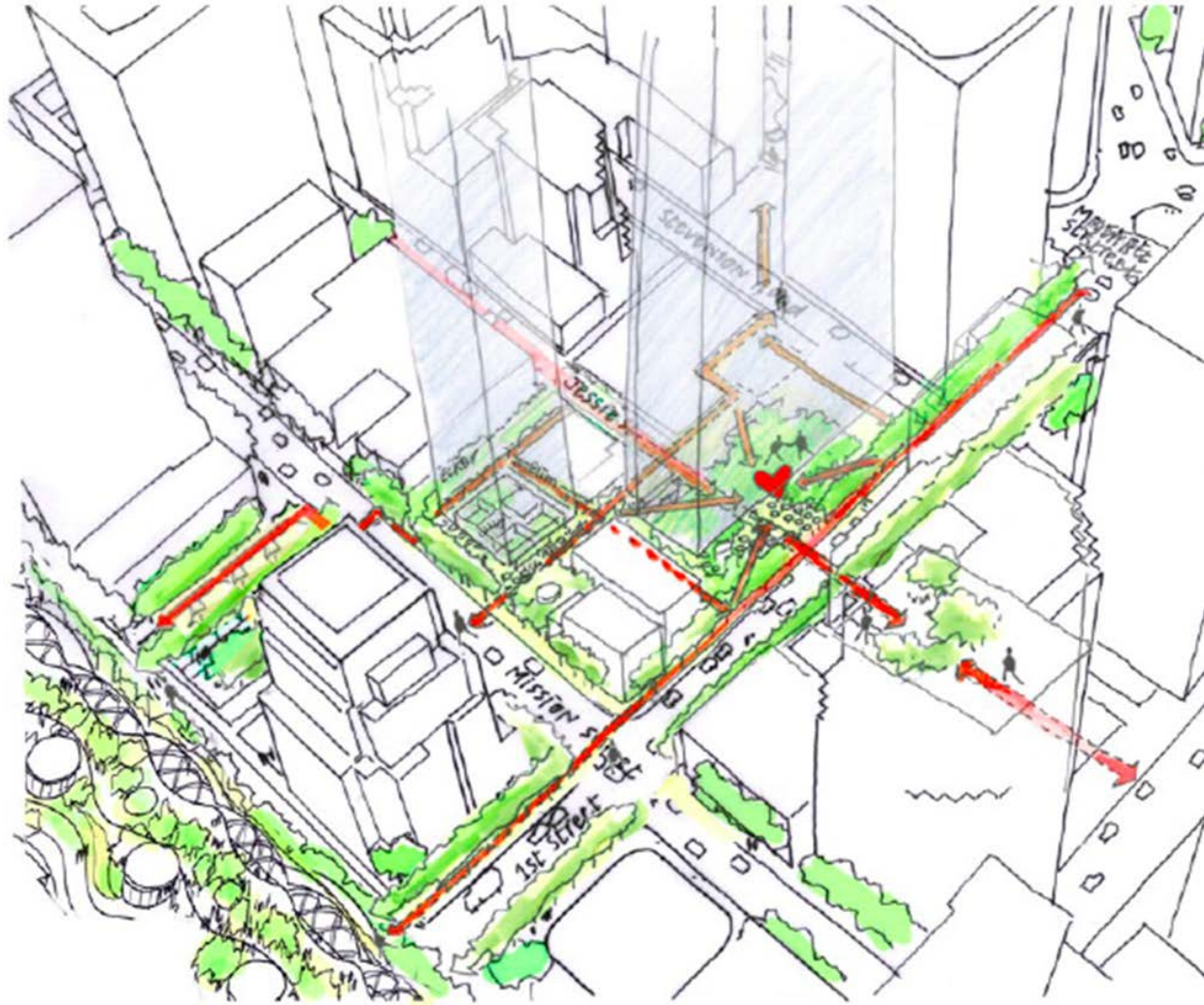
Foster + Partners TOD Experience: Sydney



Foster + Partners TOD Experience: Sydney



Fosters + Partners TOD Experience: San Francisco



Fosters + Partners TOD Experience: San Francisco



VTA Block: Challenges for TOD and World-Class Design

- Multiple owners on block
- VTA ownership:
 - Currently majority owner (~70%)
 - Parcels are largely interior to the site
- Private ownership:
 - Significant portion of block (~30%)
 - Includes key corner parcels, but not large enough for modern building footprints
- Need for coordination with other owners to optimize TOD at this high-visibility station



Design Development Framework (DDF)

- VTA-led process to provide a clearly-articulated framework for future TOD on the block
- F+P to do technical planning and design analysis to ensure TOD + station integration
- Goals:
 - Optimize TOD outcomes given multiple parcel owners
 - Maximize public amenities/benefits, transit ridership, and ground-lease revenues to VTA
 - Ensure world class urban design, architecture, and sustainable development
 - Identify public-private partnership (P3) opportunities



VTA Block Today

Design Development Framework (DDF)

- Outcomes:
 - Optimal building footprints to maximize TOD yield and design quality
 - Site design, access/circulation, and functional requirements
 - Shared development amenities (loading, parking, etc.)
 - Sustainable development opportunities
 - Selection criteria for development proposal on VTA-owned sites (public process)
- DDF will inform future VTA-issued RFQs/RFPs for TOD on VTA-owned parcels (includes public process)
- DDF will not include entitlement approvals or CEQA clearance
- Future TOD applications will need City approvals and environmental review (public process for both)



*Artist Rendering of TOD potential on VTA Block
Preliminary Concept - Subject to Change*

VTA Block DDF Process & Engagement



VTA Block DDF Process & Engagement

- CWG meetings
- DDF engagement group
- Public review opportunities
 - VTA Board review of Framework
 - VTA Board review of RFP/RFQ
 - Public process for City review of development and entitlements

VTA Block DDF engagement group

City of San José

The silicon valley organization
Silicon Valley Leadership Group
San José Downtown Association
Working Partnerships
Downtown Residents Association
SPUR
Property Owners

TOD Approach for Other Stations

- Alum Rock/28th Street Station:
 - Create a DDF for TOD opportunities integrated with the station and existing neighborhood
 - Starts mid-2020
- Santa Clara Station:
 - Considering conceptual option of deck over north end of Newhall Yard, station location, parking, potential TOD
 - Station design work includes design development framework
- Diridon:
 - Collaborating with DISC and adjacent property owners
- Opportunities for public engagement



Artist Rendering of Alum Rock/28th Street Station Area from TOCs Strategy Study (Looking north on 28th Street)



Artist Rendering of Santa Clara BART Station Area from TOCs Strategy Study (Looking west on Brokaw Road)

Discussion



Questions?

Marcy Kamerath
mkamerath@vtabsv.com

TOCs Strategy Study

Dennis Kearney, VTA

The Vision for Transit Oriented Communities

Transit Oriented Communities (TOCs) are walkable, diverse, mixed-use communities closely integrated with transit. TOCs provide diverse employment and economic opportunities, and housing types for all – including affordable housing choices.



View of E. Santa Clara Street, looking west towards future BART Station

Framework for Success

- ❑ **Creating successful transit oriented communities is a long-term undertaking,** typically spanning decades. It's critical that we start now in order to create a foundation for long-term success.
- ❑ **A joint implementation strategy will be essential** for moving across jurisdictional silos. Sustained institutional leadership, staff capacity, and financial support is essential for successful transit oriented communities.
- ❑ **Providing robust regulatory and financial incentives are essential for creating successful transit oriented communities.** Specialized TOD zoning and early capital investments can enhance walkability, add open space, and provide financial and regulatory incentives for affordable housing.

TOCs Strategy Study Overview

- **Funded by the Federal Transit Administration** to promote integration of transit and land use
- **Builds on previous planning efforts** and provides implementation and financing tools
- **Develops tailored strategies for each of the three Station Areas:**
 - *Diridon Station is studied through a separate effort*
- **Combines land use strategy and multimodal access planning** to develop a holistic approach that maximizes the benefits of TOCs and **recommends financing and implementation tools** to make the vision a reality



The need to implement the TOCs Strategy

- VTA's BART Phase II is a **once in a century opportunity** to organize growth around the station areas and advance the goals of the Cities of San José and Santa Clara through transit oriented communities (TOCs)
- A cohesive transit-oriented development **strategy is essential to obtaining federal funding**
- Transit oriented communities will lead to **increased BART and other transit ridership**
- Increased ridership **ensures a return on investment** for transit infrastructure **and community benefits**
- **Our station areas can accommodate more development than is currently planned**



TOCs are essential to FTA Funding

Federal Register Notice-September 12, 2018

“... project sponsors requesting a construction grant under the Pilot Program must [...] submit [...] innovative financing arrangement.”

“... submission must include documents related to the [...] economic development effects derived as a result of the project.”

“Part of FTA’s consideration includes, but is not limited to, an analysis of the private contributions [...] and other strategies included in the public-private partnership.”

“FTA is particularly interested in receiving expressions of interest from project sponsors who are considering Value Capture techniques as part of their innovative project financing arrangements.”

Federal Register / Vol. 83, No. 177 / Wednesday, September 12, 2018 / Notices 46251

DEPARTMENT OF TRANSPORTATION
Federal Transit Administration
Pilot Program for Expedited Project Delivery
AGENCY: Federal Transit Administration, DOT.
ACTION: Notice request for expressions of interest to participate.
SUMMARY: The Federal Transit Administration (FTA) is soliciting expressions of interest for the Expedited Project Delivery Pilot Program (EPD).

Each applicant selected for final merit scored information and report the project's performance using measures mutually agreed upon by and the recipient to assess progress achieving strategic goals and objectives.

G. Federal Awarding Agency Contact
For further information regarding notice and the guide program, please contact Ms. Amy Houser, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W306-412, Washington, DC 20590; email: amy.houser@dot.gov; phone: 202-405-0050.

H. Other Information
All information submitted as part or in support of any application shall use publicly available data or data that can be made public and methods that are accepted by industry practice standards. To the extent possible, if application includes information if applicant consents to be a trade or confidential commercial or financial information, the applicant should follow: (1) Note on the front cover that the submission "Contains Confidential Business Information (CBI)"; (2) mark each affected page "CBI"; and (3) highlight or otherwise denote the CBI portions. DOT protects such information if disclosure to the extent allowed an applicable law. In the event DOT receives a Freedom of Information (FOIA) request for the information, DOT will follow the procedures described in FOIA regulations at 49 CFR 7.115. Only information that is ultimately determined to be confidential under procedures will be exempt from disclosure under FOIA.

Inward in Washington, DC.
Ronald Louis Boney,
Administrator
DOT Doc. 2018-1986 Filed 9-11-18; 44 pages
BLSNO CODE 999-9-9

DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
(Docket No. NHTSA-2018-0078)
Reports, Forms, and Recordkeeping Requirements
AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).
ACTION: Notice.
SUMMARY: The National Highway Traffic Safety Administration (NHTSA) is announcing an opportunity for public comment on the proposed collection of certain information by the Agency. Under the Paperwork Reduction Act of 1996 (the PRA), Federal Agencies are required to publish a notice in the Federal Register concerning each proposed collection of information and to allow 60 days for public comment in response to the notice. This notice solicits comments on an information collection supporting the development of improved child-size crash test dummies.
DATES: Comments must be received on or before November 13, 2018.
ADDRESSES: You may submit comments using any of the following methods. All comments must have the applicable DOT docket number noted conspicuously on them.
Electronic submissions: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

stable and dependable financing sources. Part of FTA's consideration includes, but is not limited to, an analysis of the private contributions, management of the transit project risk, financial partnering, and other strategies included in the public-private partnership.
The law also requires participants in the program to develop a before and after study report that describes and analyzes the impacts of the project on public transportation services and ridership, describes and analyzes the consistency of predicted and actual benefits and costs of the innovative

interest from project sponsors who are considering pursuing Value Capture techniques as part of their innovative project financing arrangements.
3. Expression of Interest Submission Process
Project sponsors must submit the required information by mail, email or facsimile by 11:59 p.m. EDT November 13, 2018, as specified in the DATES section of this Notice above. FTA reserves the right to request additional clarifying information from any and all project sponsors before making a selection to participate in the Pilot Program.

Federal Register / Vol. 83, No. 177 / Wednesday, September 12, 2018 / Notices 46252

DEPARTMENT OF TRANSPORTATION
Mail Docket Management Facility,
M-30, U.S. Department of Transportation, West Building, Ground Floor, 1200 New Jersey Ave. SE, Room W12-140, Washington, DC 20590.
Hand Delivery: West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
Fax: (202) 493-0243.
Instructions: Each submission must include the Agency name and the Docket number for this Notice. Note that all comments received will be posted without change to <http://www.regulations.gov> including any personal information provided.
FOR FURTHER INFORMATION CONTACT: Jason Stammers, Ph.D., Applied Biomechanics Division, Vehicle Research and Test Center, NHTSA, 10820 State Route 347—Bldg. 60, East Liberty, Ohio 43116; Telephone: (617) 666-6511; Facsimile: (637) 666-3590; email address: jason.stammers@dot.gov.

SUPPLEMENTARY INFORMATION: The Paperwork Reduction Act of 1996 (44 U.S.C. 3501-3526), before an agency submits a proposed collection of information to OMB for approval, it must first publish a document in the Federal Register providing a 60-day comment period and otherwise consult with members of the public and affected agencies concerning the proposed collection of information, including the value that is included in such a document. Under OMB's regulation (at 5 CFR 1320.616), an agency must ask for public comment on the following:
(i) Whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;
(ii) The accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;
(iii) How to enhance the quality, utility, and clarity of the information to be collected;
(iv) How to minimize the burden of the collection of information on those who are to respond, including the use of appropriate automated, electronic, mechanical, or other technological collection techniques or other forms of information technology, e.g., permitting the collection of data through the use of pre-filled questionnaires, the use of electronic submission of responses, in compliance with these requirements, NHTSA asks for public comments on the following proposed collection of information:
Title: Pediatric Shoulder Response in Frontal Loading.

Type of Request: New collection.
OMB Clearance Number: None.
Requested Expiration Date of Approval: Three years from date of approval.
Summary of the Collection of Information: NHTSA proposes to collect information from the public to support the development of design criteria for the mobility of the shoulder of a new child-size crash test dummy. Minors age 6-12 will participate, after informed consent of the parent/guardian is received. After researchers measure the participant's anthropometry (height, weight, shoulder landmarks, etc.), the participant will undergo a fun, low-intensity exercise activity under the direction of the researchers while the parent/guardian observes. The activity will involve motion of the participant's shoulder while resisting forces are collected. The data from all participants will then be compiled to develop design criteria for the crash test dummy shoulder.
Description of the Need for the Information and Proposed Use of the Information: In the early 2000s, NHTSA evaluated the Hybrid III 10-year-old child dummy. While this dummy was deemed adequate for the evaluation of large child restraints and eventually federalized in 2012, one of the shortcomings NHTSA identified of the Hybrid III is a shoulder that has very little mobility with no interaction with the ribcage. In 2011, the NHTSA Vehicle Biomechanics Division initiated a research program to develop a new crash dummy representing a large child with improved bioidentity called the LOEC (Lower Extremity Child) dummy. NHTSA used pediatric biomechanical information from the response of the pediatric shoulder. As the shoulder is a very important structure of the body for managing interaction of the restraint and body in a motor vehicle crash, new biomechanical data is needed to guide the design of the LOEC shoulder.
Historically, child dummy component responses have simply been scaled from adult post-mortem surrogate tests. However, there is a large body of research that has demonstrated that children are not simply small adults when it comes to behavior in a high-speed crash scenario. Developmental anatomy must be considered in addition to mass and anthropometry in the creation of design targets for child dummies.



Study Background and Development

January 2018

Summer 2018

Fall 2018

Fall 2019

Background Conditions

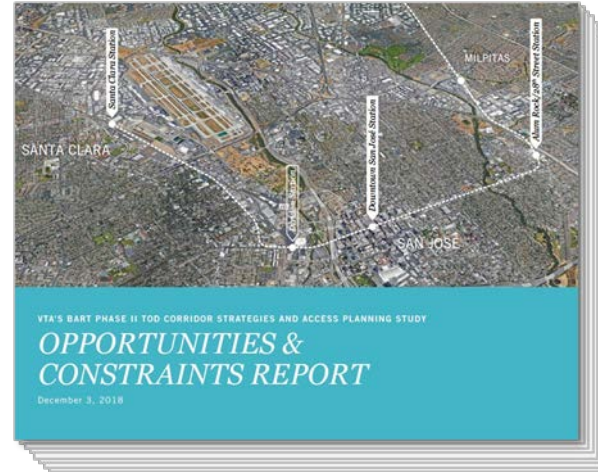
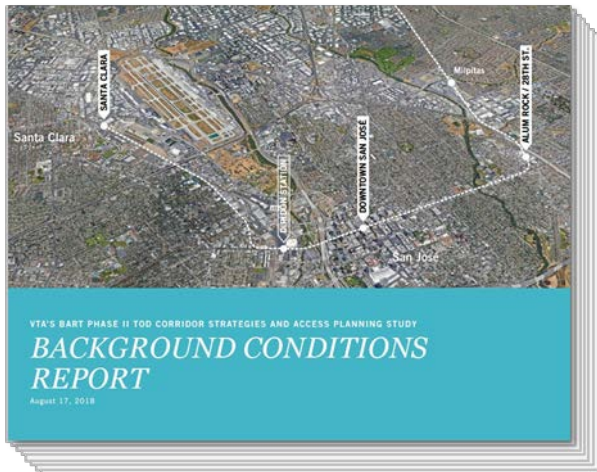
- “What is good TOD?” April ‘18 CWG workshop
- “Background Conditions” June ‘18 CWG workshop

Opportunities & Constraints

- “Opportunities & Constraints” September ‘18 CWG workshop
- “Overcoming TOD Barriers” November ‘18 CWG workshop

Implementation Strategies

- “Plan for Strategy Implementation” February ‘19 CWG presentation
- “TOD Strategies & Policy Recommendations” April ‘19 CWG workshop
- “Final Recommendations” June ‘19 CWG presentation



The Playbooks

- Provide a *Path to TOCs Playbook* that includes guidance for cities to realize Transit Oriented Communities around each BART Station
- Playbooks are prefaced by **“A Call to Action”** that describes the *vision for TOCs*, and builds the case for *the need to act now*.
- **The Playbooks** give a *high-level overview* of the recommendations. *Recommendations are detailed and actionable*.
- Details of analysis and supporting documentation are provided in numerous *technical documents* that are *referenced as appendices*.



Phase II Project Development Potential

The entire corridor has the potential for approximately
60 Million Square Feet of new development

SANTA CLARA STATION

New Development: 12.7 Million sf.

ALUM ROCK / 28TH ST STATION

New Development: 8.5 Million sf.

DOWNTOWN SAN JOSÉ STATION

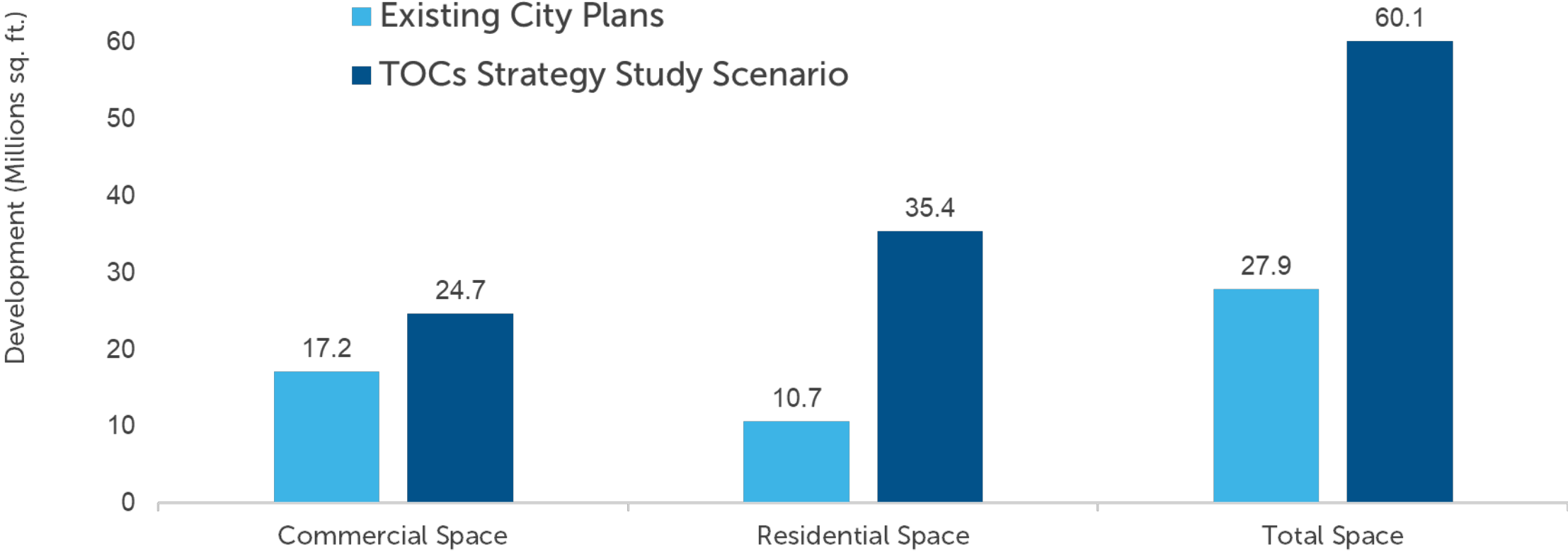
New Development: 23.8 Million sf.

DIRIDON STATION

New Development: 15 Million sf.

The Opportunity for Growth is Transformative

Existing City Plans Compared to TOCs Development Scenario* (2040)



* Includes proposed Google Mixed-Use Development and other development around Diridon Station

Alum Rock/28th Street Station

VTA owns or plans to acquire 13.7 acres for construction of station

Artist Rendering of Alum Rock/28th Street Station Area from TOCs Strategy Study (Looking north on 28th Street)



E Santa Clara Street

28th Street

The 13.7 acre station site could accommodate significant Transit-Oriented Joint Development:

- 600+ multi-family residential units
- 500k+ sq. ft. of office development
- 20k sq. ft. of retail space

Recommended "Big Moves"










Update Land Use to Ensure Good TOCs

- Establish minimum residential and commercial densities
- Prioritize office development adjacent to stations
- Update existing plans to increase housing allocation
- Rezone industrial sites to ensure transit-supportive commercial and industrial uses



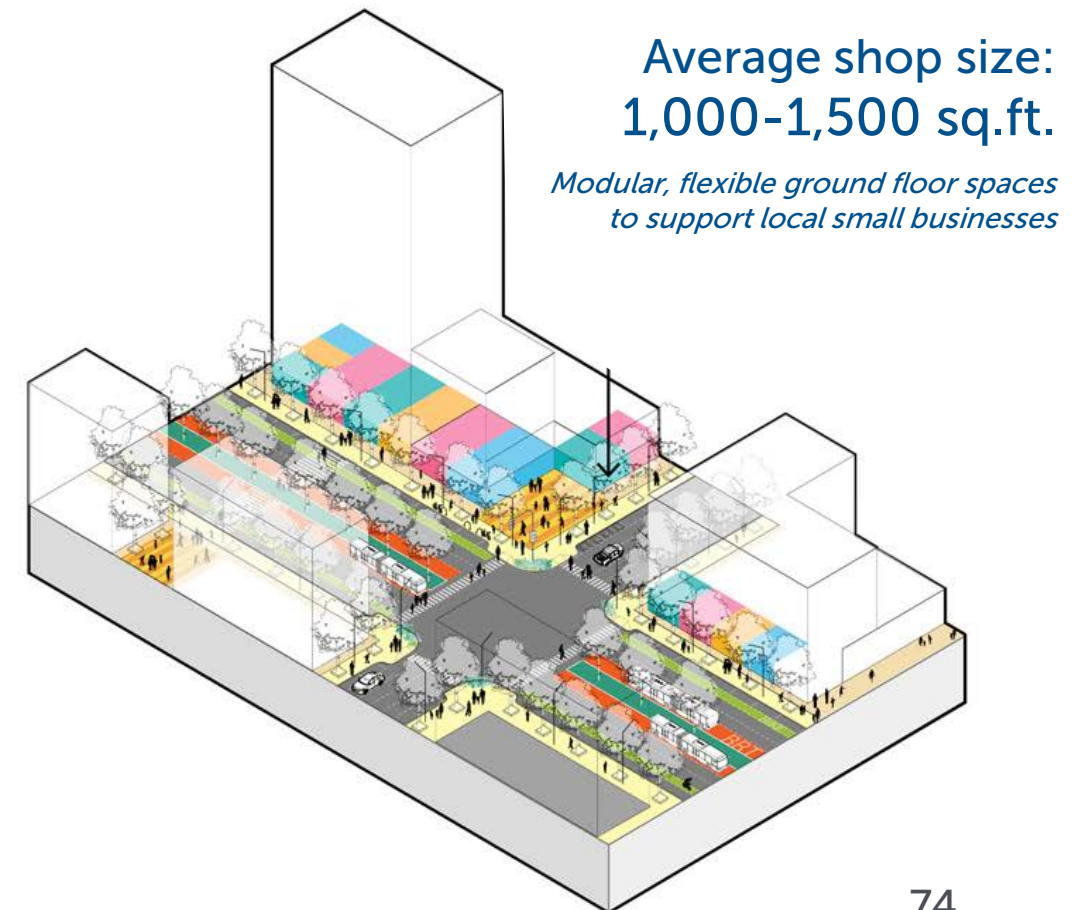
Legend

-  ZONE 1: HIGH DENSITY OFFICE & RESIDENTIAL, TRANSIT SERVING RETAIL
-  ZONE 2: MEDIUM DENSITY OFFICE & HIGH DENSITY RESIDENTIAL
-  ZONE 3: MEDIUM DENSITY RESIDENTIAL & RETAIL
-  ZONE 4: LOW DENSITY, MIGHT BE LOWER IF NEAR RESIDENTIAL AREA
-  HEIGHT RESTRICTION



Focus Employment & Support Small Businesses

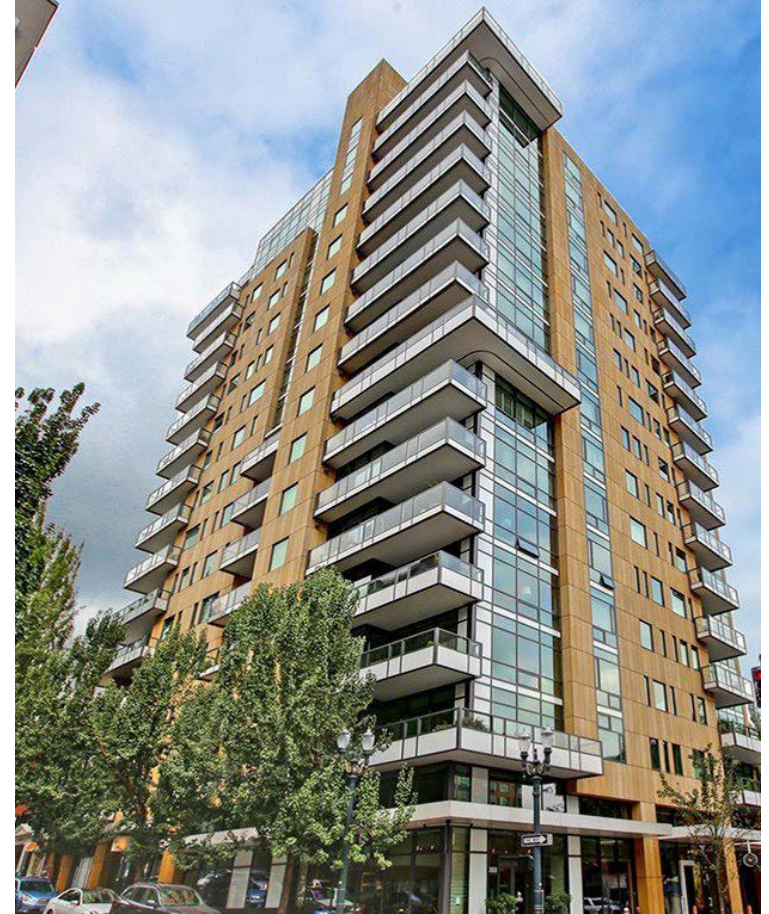
- Ensure space for small and local businesses
- Expand capacity of existing business associations/chambers
- Continue and expand city programs to retain and support businesses
- Continue to market Opportunity Zone investments
- Provide targeted assistance to small businesses that are displaced by new development
- Incentivize retaining long-standing businesses





Preserve, Protect, & Produce Affordable Housing

- Implement more robust policies to preserve existing affordable housing
- Expand existing policies to protect tenants and homeowners
- Make it easier for low-income tenants to access affordable housing
- Increase local funding for deed-restricted affordable housing production
- Partner for affordable housing production and funding
- Facilitate production and development of accessible dwelling units (ADUs)



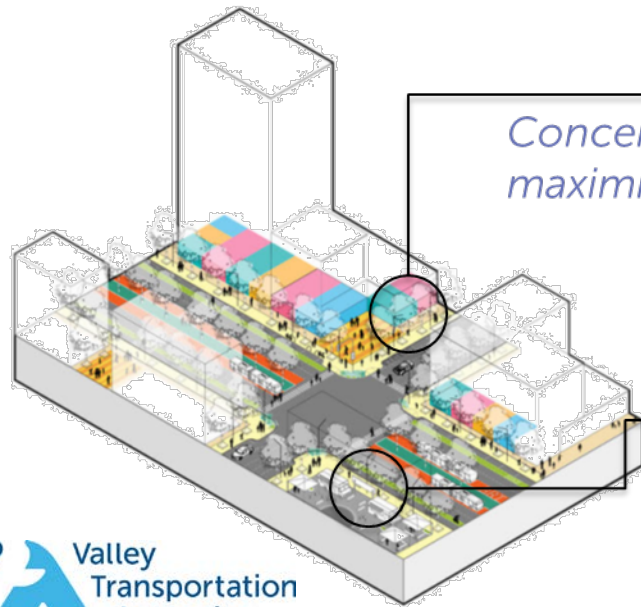
All development on VTA-owned property will be required to meet VTA's Affordable Housing Policy

20% affordable units

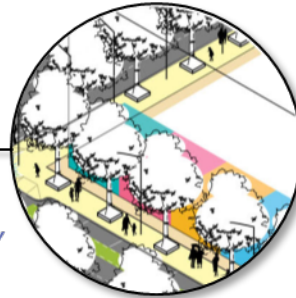


Create Great Public Spaces and Destinations

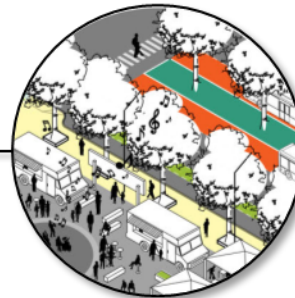
- Create a tailored approach to streetscape improvements
- Define specific areas and promote cultural identities
- Branding, design, and programming for public spaces
- Establish block size and open space requirements
- Limit ground floor retail to targeted locations



Concentrate retail uses to maximize pedestrian activity



Convert underutilized lots into spaces for community events





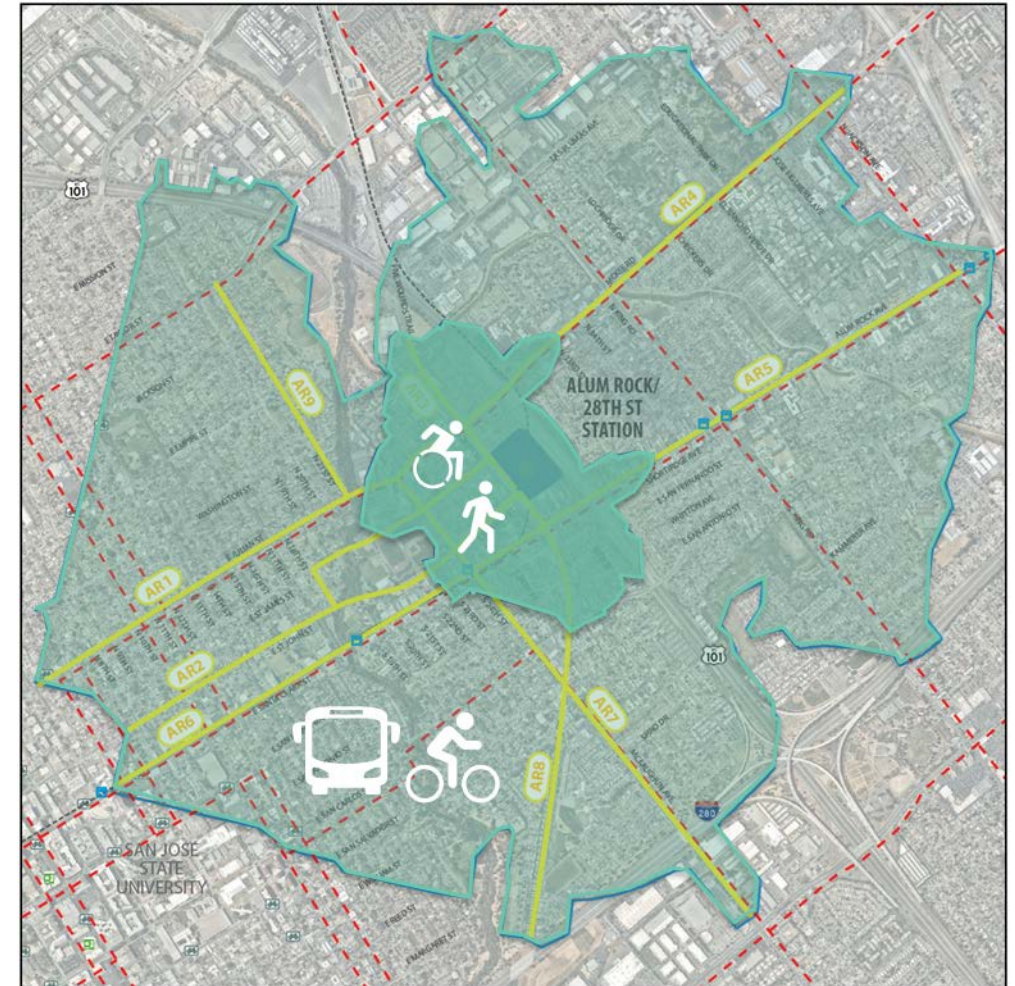
Improve Access & Establish Shared Mobility Districts

- Invest in a pedestrian friendly environment
- Enhance pedestrian, bicycle, and transit connections
- Emphasize use of sustainable modes through transportation demand management (TDM) strategies
- Right-size parking requirements for new development
- Manage parking as a district within the station area

 ○ Create a pedestrian environment and improve access for all users within ½ mile walk-shed (10-minute walk) of BART stations.

 ○ Improve bicycle connectivity along key access corridors within 1½ mile bike-shed (10-minute bike) of BART stations.

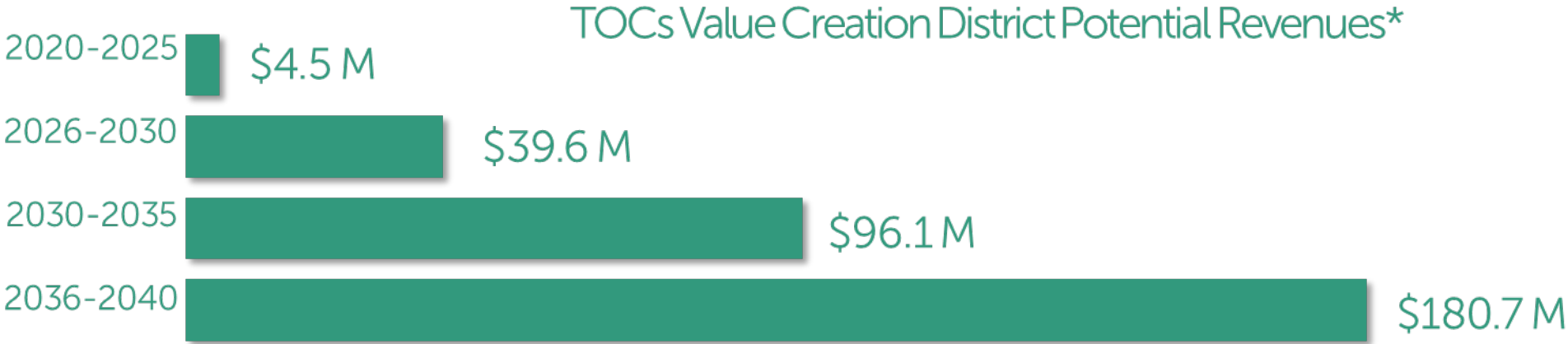
 ○ Improve transit operations within 1½ mile of BART stations.





Establish TOC Funding Mechanisms

- Establish Value Creation/Value Capture Districts to help:
 - Fund station area improvements that allow for increased TOD yield and increased transit ridership
 - Fund public benefits desired by cities and regional partners
 - Create a dedicated funding stream for infrastructure & access improvements, affordable housing, VTA transit, and/or repayment of potential bond issuance



* Excludes Diridon Station



Prioritize Funding and Implementation

- Identify and implement mechanisms for long-term funding over the **next 20+ years**
 - Establish a community facilities district (CFD) to leverage contributions from new development
 - Explore implementation of tax increment financing districts such as Enhanced Infrastructure Financing Districts (EIFDs) and consider sharing revenues across station areas





Prioritize Funding and Implementation

- **Short-term improvements** are necessary to maximize mobility benefits of BART and facilitate creation of TOCs
- Need to identify funding for these improvements now

\$78M

in short-term access improvements identified across three station areas



- Pedestrian crossing and ADA improvements within ¼ mile of BART Stations
- Fill key gaps in pedestrian network
- Wayfinding signage to BART Stations



- Improved bicycle facilities along key corridors connecting to BART Stations



- New/Enhanced BRT Stations near future BART Stations



- Intersection improvements

- Establish a framework for ongoing collaboration between the cities and VTA
- Work together to identify grants and other funding sources
- Engage with local partners to expand community and economic development activities

The time to act is now...

- Now is the time for VTA and the City to **collaboratively determine sequencing and implementation framework** for recommendations.
- Now is the time to **start updating land use and zoning** so we can begin to facilitate the type of development that is most appropriate for our station areas.
- Now is the time to **implement financing mechanisms to obtain FTA funding** and maximize funding opportunities for investment in TOCs.

Implementing TOCs at BART Phase II Stations



- Engage public and technical stakeholders to foster support for implementation of TOCs
- Work with City staff to identify grant funding and implementation approach/needs

VTA will ask Cities to take action to ready station areas for TOCs

- **Endorse a holistic approach to creating TOCs** in Santa Clara County and accept the Strategy Study as the appropriate beginning point.
- **Direct staff to prioritize implementation** of land use, infrastructure, and funding programs.
- **Review implementation progress** on a regular basis, in collaboration with VTA and other stakeholders.



VTA is asking public to...

- **Attend VTA's public presentations** and voice their opinions
- **Sign-up for regular updates** from VTA on the progress of TOCs and related special events: www.vta.org/bart/tocs
- **Take our online survey** to let us know what TOC elements are most important to them: www.vta.org/bart/tocs
- **Share their ideas** on creating walkable places to live, work, shop, and play in their station area: vtabart@vtabsv.com



TOC Video

Check out our TOCs video:

<https://www.youtube.com/watch?v=AAxepwsjjn8&t=1s>

Discussion

Next Steps

- Next CWG meeting:
Wednesday, November 13, 2019, 4:00-6:00 PM, Mexican Heritage Plaza
 - CWG Member Report Backs
 - Phase I Update
 - Government Affairs
 - Status Updates
 - Phase II Update
 - Station Naming
 - Construction Education & Outreach Plan
 - Small Business Plan
 - Diridon Station Integrated Concept Plan
 - Station Access Concepts
- Action Items