

SITE DETAILS



APN: 462-02-022, 024, 026, 027, 028

Acreage: 2.5

Zoning*: MUN - Mixed-Use Neighborhood

General Plan*: MUN - Mixed Use Neighborhood

Transit Access: VTA Light Rail

Current Use: Park & Ride Lot

Housing Element Site: Yes

Council District: 2

School District: San José USD

MTC Priority Site: Yes

Project Page: vta.org/branhamdevelopment

*Information on the General Plan and Zoning designations for each of these sites was gathered in June 2024. Designations are subject to change, and accuracy is not guaranteed.

WALK SCORE
42
Somewhat Walkable

BIKE SCORE
74
Very Bikeable

TRANSIT SCORE
46
Some Transit

These scores are from Walk Score, an analysis tool that evaluates how many daily needs and amenities can be accessed by walking, biking, or public transit from this site.

LAND USE

LEGEND

- Development Site
- Mixed Use Neighborhood
- Neighborhood/Community Commercial
- Open Space, Parklands & Habitat
- Public/Quasi-Public
- Residential Neighborhood



Effective Date: April 2024



DEMOGRAPHICS

African American/Black:	1%
Asian:	22%
Hispanic/Latino:	25%
White:	46%
Other Race:	6%
Median Age:	38.8

Median Household Income:	\$176,855
Share of Households with Someone Under 18:	38%
Share of Households with Someone Over 65:	29%
Average Household Size:	3.11
Share of Households without a Vehicle:	1%
Share of Housing Units that are Owner-Occupied:	79%
Share of Housing Units that are Renter-Occupied:	21%

Source: 2022 American Community Survey 5-Year Estimates for tract 5120.05.

VTA Transit-Oriented Development Program

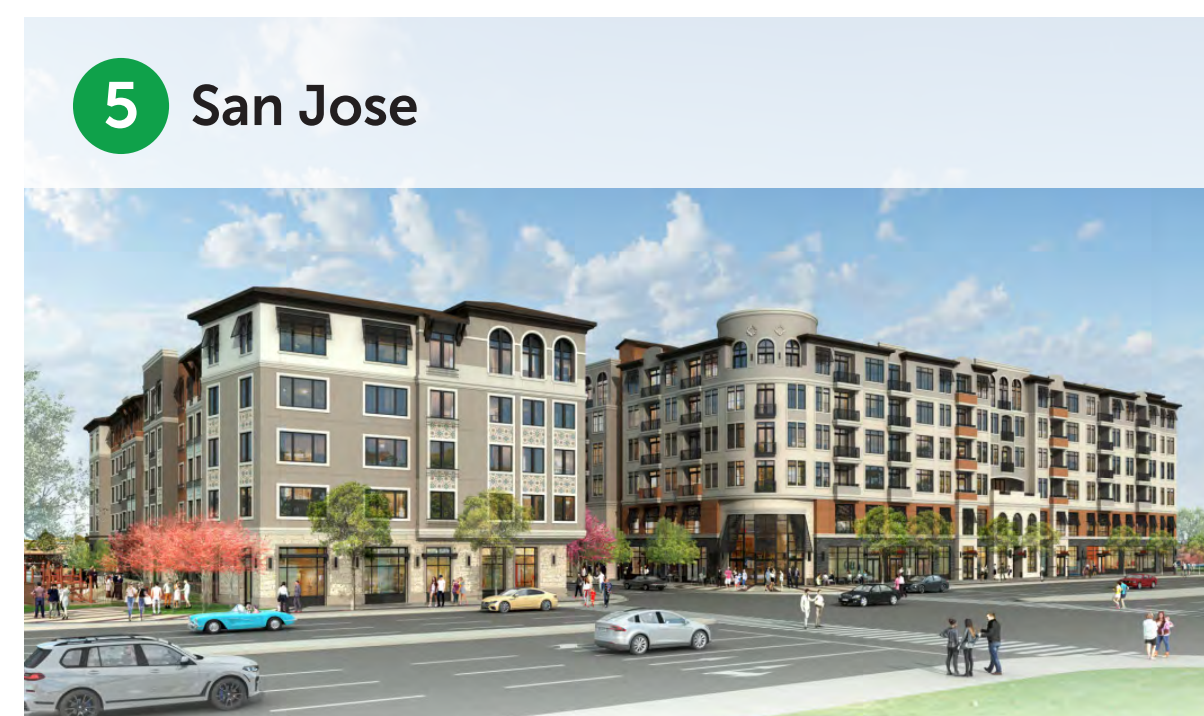


www.vta.org/TOC



Berryessa/N. San José Transit Center TOD*

Phase 1 Program: 195 Affordable Units
Phase 2 and 3 Program: Market Rate Housing and Mixed Use Development
Project Phase 1: VTA and City Approvals
Developer: Affirmed Housing Group
Anticipated Completion: 2028
Web: vta.org/berryessadevelopment



Blossom Hill Station TOD

Program: Up to 89 Affordable + 239 Market Rate Housing and Mixed Use/Commercial Development
Project Phase 1: VTA and City Approvals
Developer: Green Republic Blossom Hill (a partnership between Republic Urban, Swenson, and EAH Housing)
Anticipated Completion: 2027-2028
Web: vta.org/blossomhilldevelopment



Branham Station TOD*

Program: Up to 45 Affordable Homeownership Units
Project Phase: Contract Negotiations/Developer Refines Project with Community Collaboration
Developer: Charities Housing
Anticipated Completion: 2028-2029
Web: vta.org/branhamdevelopment



Capitol Station TOD*

Program: 203 Affordable Units
 5,000 Square Feet Community Serving Use
Project Phase: VTA and City Approvals
Developer: MidPen Housing
Anticipated Completion: 2028
Web: vta.org/capitoldevelopment



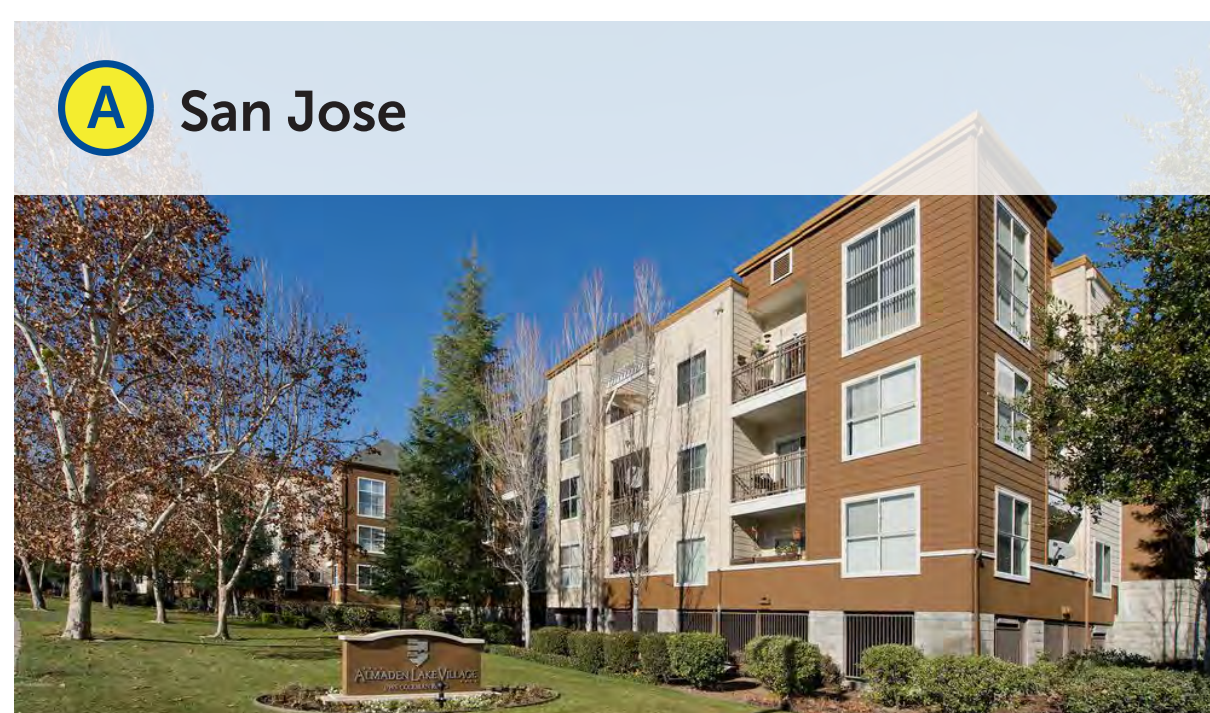
Tamien Station TOD

Phase 1 Program: 135 Affordable + 3,000 Square Feet Retail
Phase 2 Program: 210 Affordable Units
Phase 3 Program: 210 Market-Rate Units
Project Phase 1: Construction
Developer: UrbanCo-Tamien (a partnership between CORE and Republic Urban)
Anticipated Completion: 2026
Web: vta.org/tamiendevlopment



Winchester Station TOD*

Program: 90 Affordable Units
Project Phase: Project Financing
Developer: Related California / PATH Ventures
Anticipated Completion: 2028
Web: vta.org/winchesterdevelopment



Almaden Station TOD

Phase 1 Program: 50 Affordable + 200 Market Rate Units
Project Phase: Asset Management
Developer: New Cities Development Group
Completed: 1999



Ohlone Chynoweth Station TOD

Phase 1 Program: 194 Affordable Apartments
Project Phase: Asset Management
Developer: Eden Housing
Completed: 1998



Evelyn Station

Program: 188 Affordable Units
Project Phase: Asset Management
 City of Mountain View Partnership
Developer: Affirmed Housing Group
Anticipated Completion: 2028
Web: vta.org/evelyndevelopment

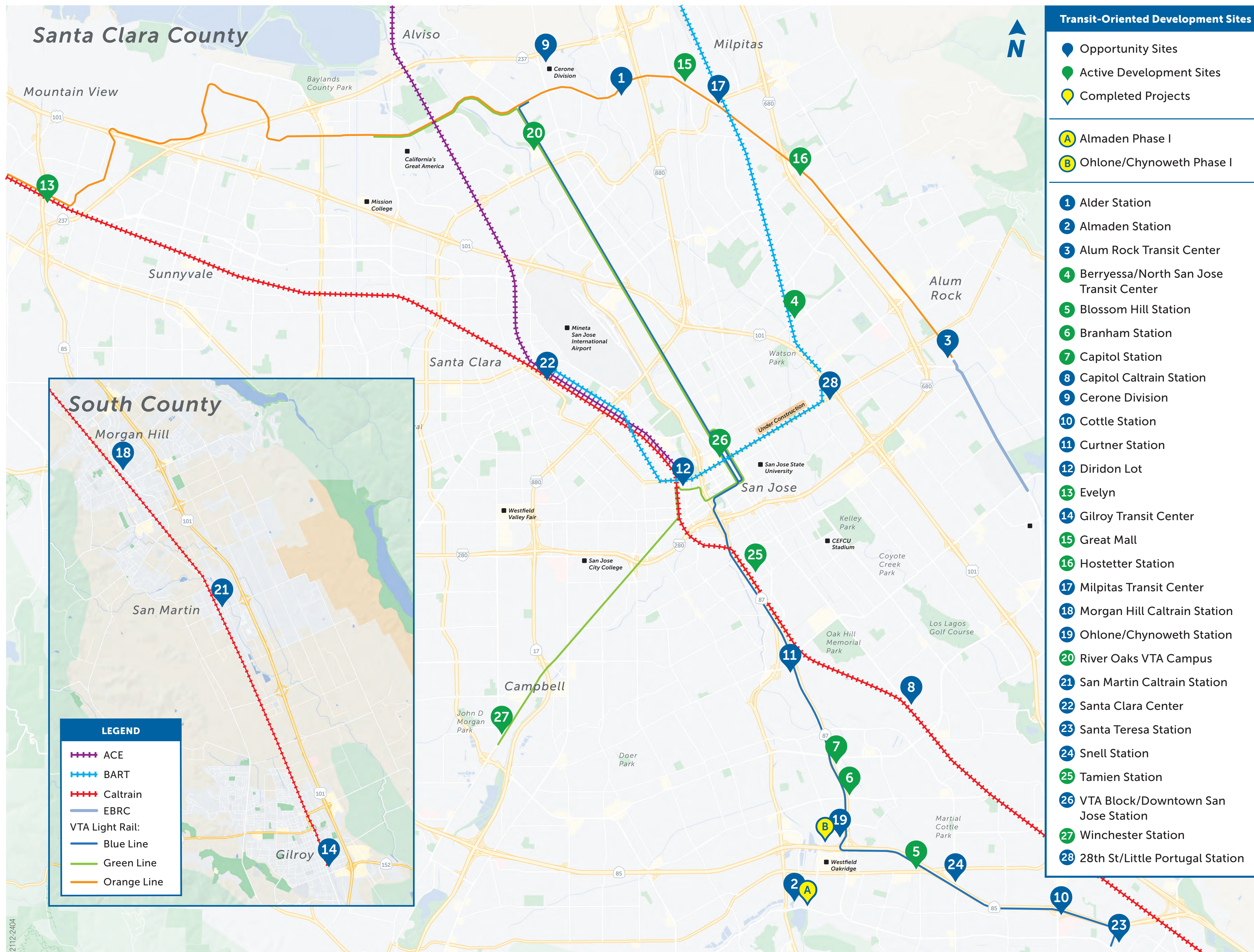
PROGRAM HISTORY

- Prior to 2000:** TOD projects completed at Ohlone/Chynoweth (1998) and Almaden (1999).
- 2009:** VTA Board of Directors approved the Joint Development Policy & Implementation Plan.
- 2016:** VTA's Joint Development Policy updated and renamed "Transit-Oriented Development Policy" including an Affordable Housing Policy, requiring a minimum of:
 - 20% affordable units for households earning up to 60% of Area Median Income (AMI) in each residential development.
 - 35% affordable units for households earning up to 60% AMI across the TOD portfolio.
 - 50% of all affordable units must be for households earning below 50% AMI.
- 2018:** VTA Board of Directors approved the TOD Parking Policy.
- 2020:** VTA enters Measure A Partnership with the Santa Clara County Office of Supportive Housing for four 100% affordable housing projects.
- 2022:** VTA's Transit-Oriented Development Policy updated and renamed "Transit-Oriented Communities Policy."
 - Affordable Housing Policy updated to increase the affordable housing goals to a minimum of 25% at each residential project, and a portfolio-wide goal of 40%.
- 2023:** The Tamien TOD project breaks ground.
- 2024:** VTA's TOC Policy updated to include a TOD Transportation Demand Management (TDM) Policy.

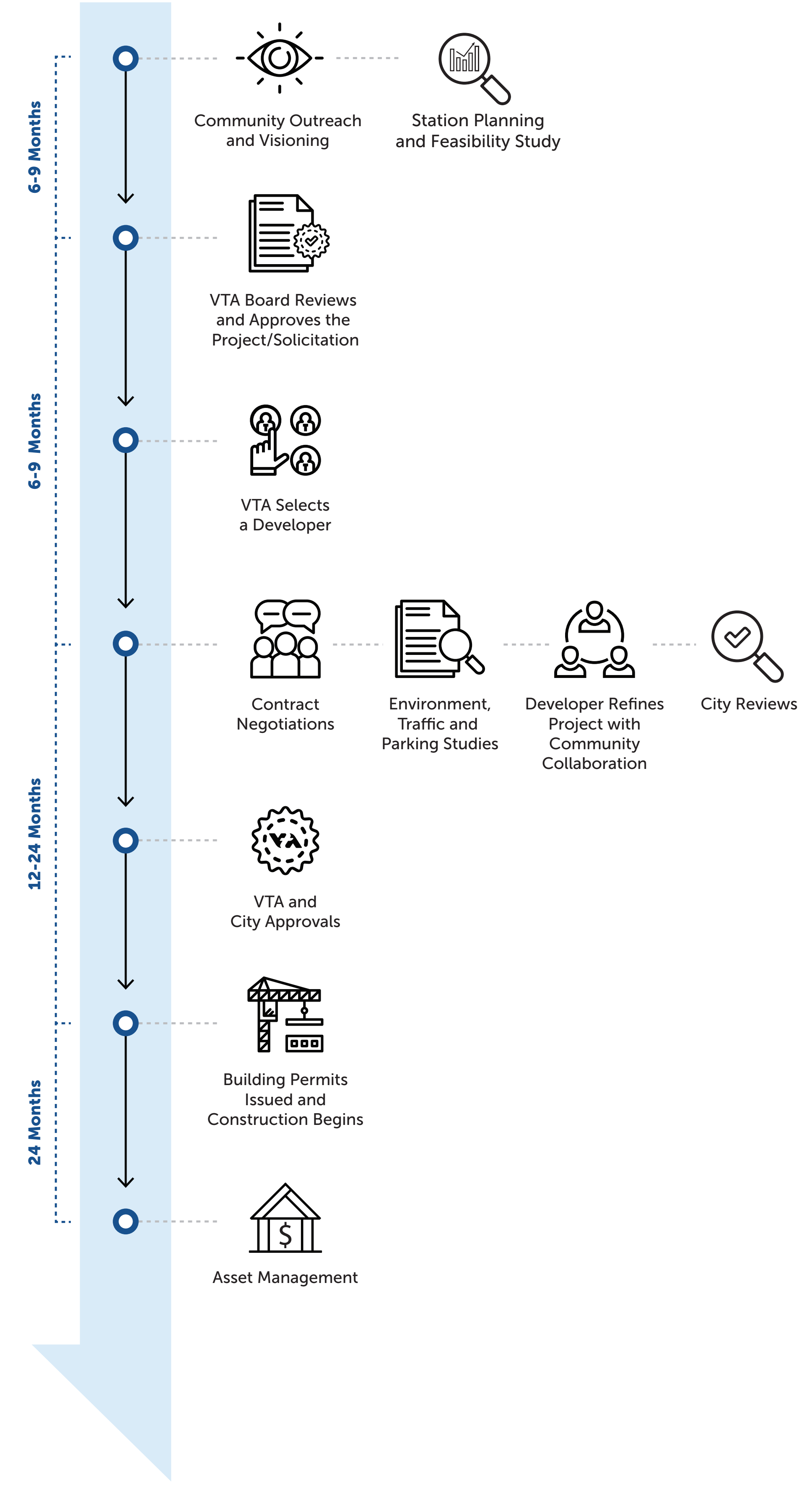
- Active Development Sites
- A Completed Projects

**Partnership with Santa Clara County Office of Supportive Housing*

VTA Transit-Oriented Development Program



Transit-Oriented Development Sites	
●	Opportunity Sites
●	Active Development Sites
●	Completed Projects
A	Almaden Phase I
B	Ohlone/Chynoweth Phase I
1	Alder Station
2	Almaden Station
3	Alum Rock Transit Center
4	Berryessa/North San Jose Transit Center
5	Blossom Hill Station
6	Branham Station
7	Capitol Station
8	Capitol Caltrain Station
9	Cerone Division
10	Cottle Station
11	Curtner Station
12	Diridon Lot
13	Evelyn
14	Gilroy Transit Center
15	Great Mall
16	Hostetter Station
17	Milpitas Transit Center
18	Morgan Hill Caltrain Station
19	Ohlone/Chynoweth Station
20	River Oaks VTA Campus
21	San Martin Caltrain Station
22	Santa Clara Center
23	Santa Teresa Station
24	Snell Station
25	Tamien Station
26	VTA Block/Downtown San Jose Station
27	Winchester Station
28	28th St/Little Portugal Station

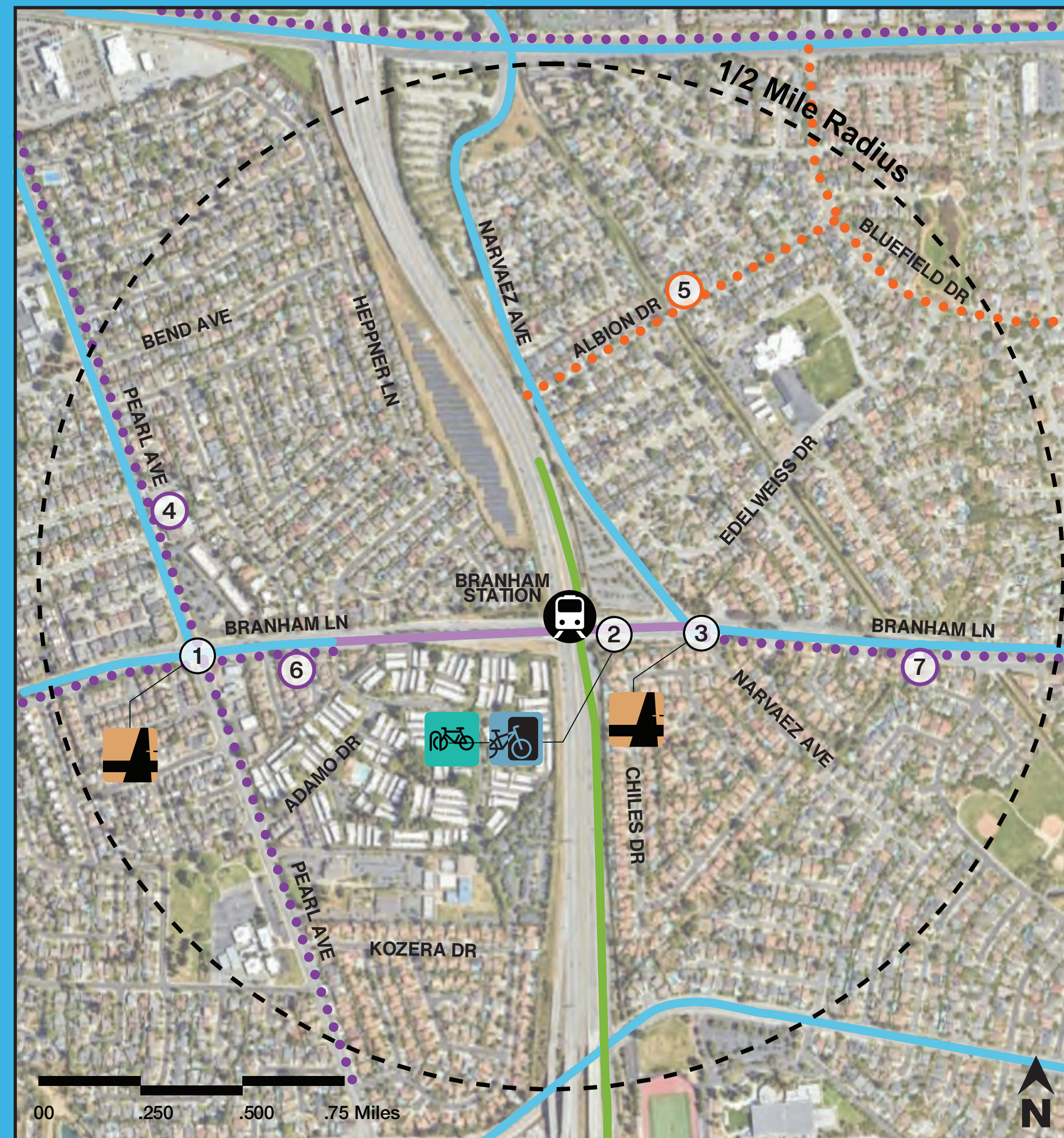


Branham Station Proposed Access Improvements (Station Area View)

Mejoras de acceso propuestas a la estación Branham (vista de la zona de la estación)

Bicycle Access Improvements

Mejoras en el acceso para bicicletas



EXISTING BIKEWAYS CARRILES PARA BICICLETAS EXISTENTES

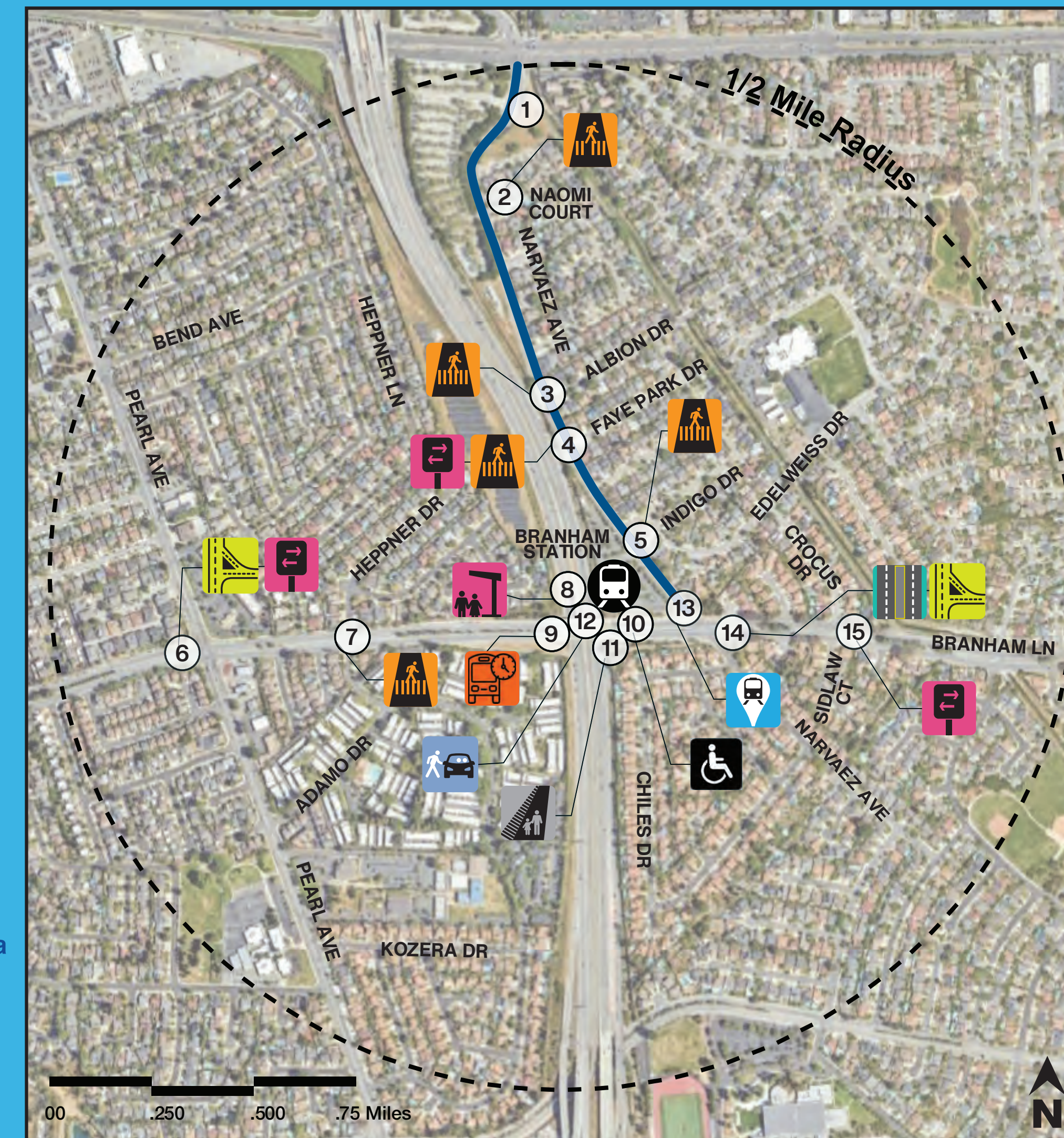
-  Class I Multi-Use Path
Ruta multiuso de clase I
-  Class II Bike Lane
Carril para bicicletas de clase II
-  Class III Bike Route
Ruta para bicicletas de clase III
-  Class IV Protected Bike Lane
Carril para bicicletas protegido de clase IV

PROPOSED BIKEWAY IMPROVEMENTS MEJORAS PROPUESTAS PARA CICLOVÍAS

-  Class III Bike Boulevard
Bulevar para bicicletas de clase III
-  Class IV Protected Bike Lane
Carril para bicicletas protegido de clase IV
-  Bike Intersection Crossing Lanes
Carriles de cruce de intersección para bicicletas
-  Bike/Scooter Share Facility
Instalación para bicicletas/scooters compartidos
-  Bike Lockers
Casilleros para bicicletas

Pedestrian Access Improvements

Mejoras en el acceso peatonal



-  Sidewalk Paving
Nueva acera
-  New or Improved Crosswalk
Cruce peatonal nuevo o mejorado
-  Roadway median
Mediana de la carretera
-  Improved lighting
Iluminación mejorada
-  Improved shade
Sombra mejorada
-  Real-time transit information
Información de transporte público en tiempo real
-  ADA Access
Acceso de la ADA
-  Station identification signage
Señalización de identificación de la estación
-  Wayfinding signage
Señalización de orientación
-  Wider Sidewalks
Aceras más anchas
-  Designated Pick-Up/ Drop-Off
Área designada para dejar/recoger
-  Removal of Triangular Traffic Island
Eliminación de la isla triangular de tráfico

New Sidewalk on Narvaez Ave.



New Crosswalk at Indigo Dr.



Wayfinding Signage



Micromobility Hub



TDM Checklist

Transportation Demand Management Strategies



TRANSIT

- Transit Passes for 2 Years



MOBILITY AS A SERVICE

- Scooter Share



ACTIVE

- Improve Walking Conditions
- Bicycle Parking



INFORMATION

- Education, Marketing, and Outreach
- Multimodal Wayfinding Signage

TOD TDM Toolkit

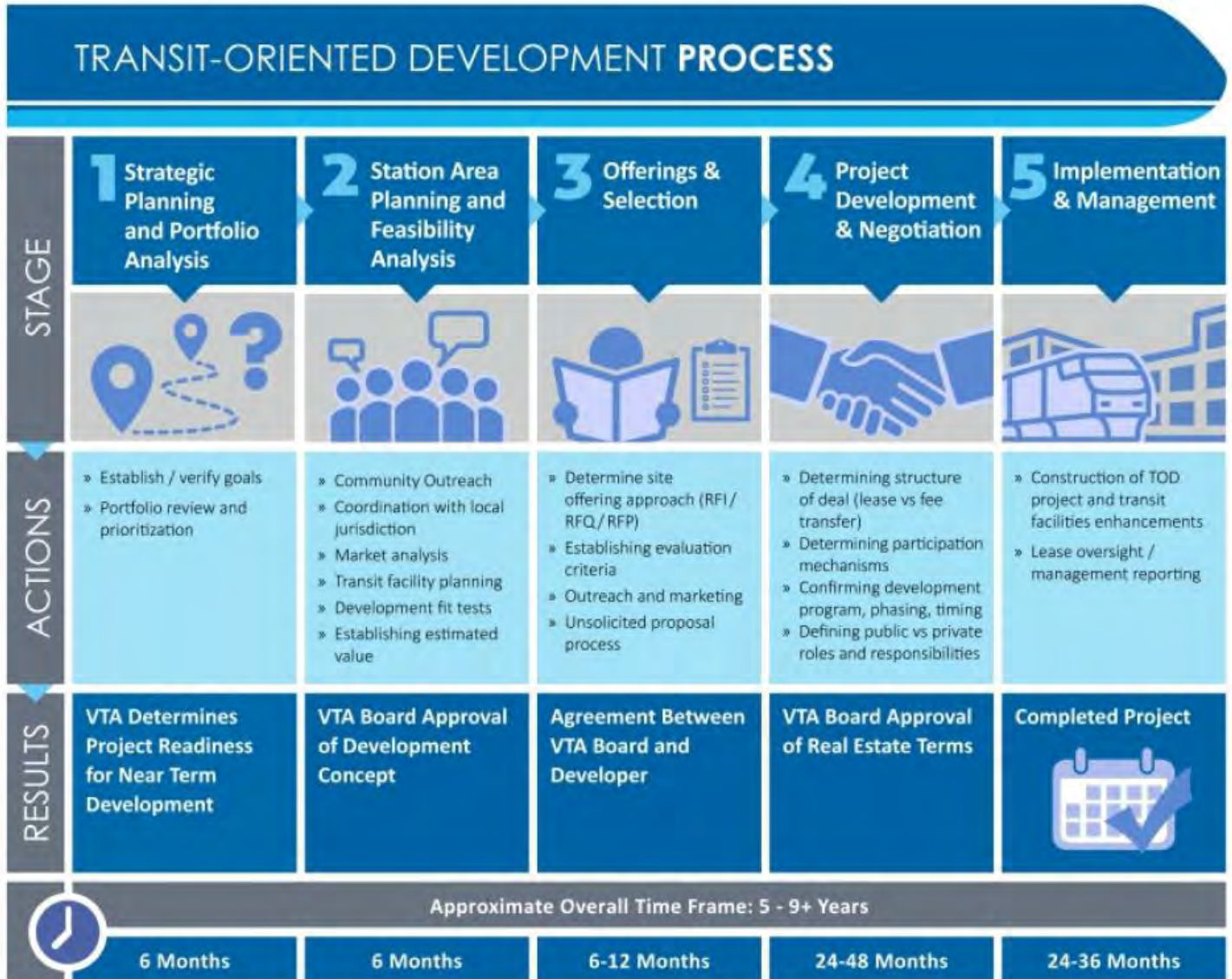
Category	Strategy	Land Use Group				Recommended Points
		Home - End Uses (A)	Commute - End Uses (B)	Visit - End Uses (C)	Other Uses (D)	
Active-1	Improve Walking Conditions	X	X	X		1 ●
Active-2	Bicycle Parking	X	X	X	X	1-4 ●●●●
Active-3	Bicycle Repair Station	X	X	X		1 ●
Active-4	Bicycle Maintenance Services	X	X	X		1 ●
Active-5	Showers and Changing Facilities Lockers		X	X	X	1 ●
Active-6	Bike Valet			X		1 ●
Family-1	Family TDM Amenities	X				1-2 ●●
Family-2	On-Site Daycare	X	X	X		2 ●●
Family-3	Affordable Healthy Food Retail	X				2 ●●
Info-1	Education, Marketing, and Outreach	X	X	X		1-4 ●●●●
Info-2	Multimodal Wayfinding Signage	X	X	X	X	1 ●
Info-3	Real-Time Transit/Transportation-Service Information/Tracking Display	X	X	X	X	1 ●
MAAS-1	Shared-Bike (Scooter or Other) Service Membership	X	X	X		1-2 ●●
MAAS-2	Provide Bike Fleet, Bike Share	X	X	X		1 ●
MAAS-3	Car-Share Parking	X	X	X	X	1-4 ●●●●
MAAS-4	Car-Share Membership	X	X	X	X	1 ●
MAAS-5	Delivery-Supportive Amenities	X	X	X		1 ●
MAAS-6	Delivery Services for On-Site Food/Beverage and Retail			X		1 ●
Parking-1	Unbundled Parking	X	X	X		2-4 ●●●●
Parking-2	Parking Cash Out		X	X		2 ●●
Parking-3	Price Parking (Hourly/Daily)		X	X		2 ●●
Parking-4	Reduced Supply	X	X			1-12 ●●●●●●●●●●
Transit-1	Contribution to Monthly Transit Pass (100% contribution)	X	X	X	X	8 ●●●●●●●●
Transit-2	Local Shuttle Service (Publicly Available)	X	X	X		7-14 ●●●●●●●●
Transit-3	Vanpool Program/Contributions		X	X		1-7 ●●●●●●●



Transit-Oriented Development



VTA's Transit-Oriented Development team creates mixed-use, mixed-income developments on VTA land through partnerships with nonprofits, private developers, and public sector agencies. VTA remains the property owner over the project's life and has a long-term commitment to the success of every development.



VTA Transit-Oriented Development projects are required to abide by the principles in the VTA Transit-Oriented Communities Policy (vta.org/TOC). We value transparency in sharing how our decisions are made. VTA has three goals for each of its Transit-Oriented Development projects, as well as requirements for affordable housing:

1. To increase transit ridership on bus and light rail
2. To generate revenue to support transit services
3. To catalyze Transit-Oriented Communities

- At least 25% of the housing units in any project must be affordable to households earning 60% of Area Median Income and below;
- At least 40% of all housing units across VTA's overall Transit Oriented Development portfolio must be affordable to households earning 60% of Area Median Income and below; and
- At least 50% of all affordable housing units must be for households earning 50% of Area Median Income and below.

BRANHAM LANE

BRANHAM STATION

GUADALUPE PKWY

BRANHAM STATION RESIDENTIAL SUMMARY

- Townhome style condominiums with private garages
- 45 Total homes
 - 14 4-bedroom homes with 2 - 3 baths
 - 31 3-bedroom homes with 2 - 3.5 baths
- Living areas range from 1,268 - 2,121 sq. ft.



LANDSCAPE ELEMENTS KEY

- 01 VTA MICRO MOBILITY HUB WITH (4) DUAL BIKE LOCKERS, (2) SHORT-TERM BIKE RACKS, & SCOOTER PARKING
- 02 NEW CITY SIDEWALK
- 03 NEW STREET TREES
- 04 NEW CONCRETE PAVING
- 05 NEW PEDESTRIAN PATH FOR STATION/TRAIL ACCESS
- 06 NEW CONCRETE GARAGE APPROACH
- 07 ENHANCED PAVING AT CROSSWALKS
- 08 ENHANCED PAVING AT ENTRY
- 09 EMERGENCY VEHICLE ACCESS WITH DECORATIVE REMOVABLE BOLLARDS
- 10 CONCRETE LOADING/STRESS PAD
- 11 SYNTHETIC TURF PET RELIEF AREA WITH WASTE STATION
- 12 SYNTHETIC TURF DOG RUN WITH WASTE STATION AND IRON FENCING
- 13 6-FT SOLID WOOD FENCE
- 14 PLAY AREA WITH LOW (MAX. 36" HT.) DECORATIVE METAL FENCING, TOT LOT EQUIPMENT, AND SEAT WALLS
- 15 PEDESTRIAN GARDEN BRIDGE OVER STORMWATER TREATMENT PLANTER
- 16 RESIDENT GATHERING AREA WITH UNIT PAVERS, SHADE TRELLIS, SEATING, AND BBQ COUNTER
- 17 STORMWATER TREATMENT PLANTER (SEE CIVIL DRAWINGS)
- 18 LOW FENCE AT UNIT ENTRY/PATIO (SEE ARCHITECTURAL DRAWINGS)
- 19 RECREATION LAWN AREA
- 20 WATER-WISE LANDSCAPING
- 21 EXISTING TREES TO REMAIN - SEE EXISTING TREE PLAN
- 22 SOLID SOUND WALL
- 23 FIRE LADDER PADS, TYP.

VTA BRANHAM TOD
BRANHAM STATION, SAN JOSE CA

LANDSCAPE SITEPLAN





Rendering is an artistic interpretation of the proposed design.

VTA BRANHAM TOD
BRANHAM STATION, SAN JOSE CA

COURTYARD PERSPECTIVE





Rendering is an artistic interpretation of the proposed design.

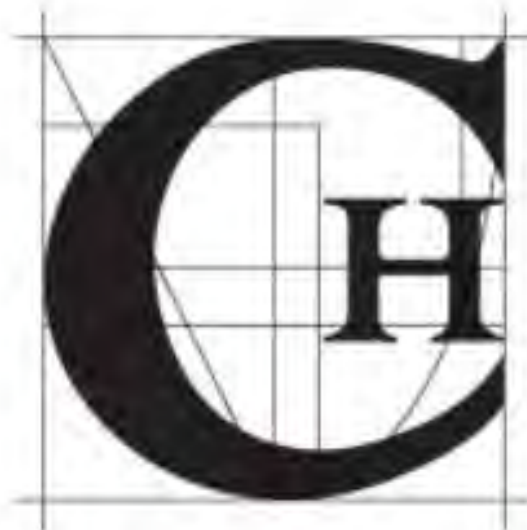


Rendering is an artistic interpretation of the proposed design.

VTA BRANHAM TOD
BRANHAM STATION, SAN JOSE CA

COURTYARD PERSPECTIVE
FROM NARVAEZ





CHARITIES HOUSING



Maravilla Townhomes, Affordable Homeownership – EXAMPLE

The 24 affordable townhomes located at the corner of Campbell Avenue and San Thomas Expressway were developed by Charities Housing in partnership with SummerHill Homes in 2012 and are available to individuals and families earning between 80 – 100% of area median income (AMI).

Maravilla Townhomes, propiedad de vivienda asequible – ejemplo

Las 24 casas adosadas asequibles ubicadas en la esquina de Campbell Avenue y San Thomas Expressway fueron desarrolladas por Charities Housing en asociación con SummerHill Homes en 2012 y están disponibles para personas y familias que ganan entre el 80 y el 100% de los ingresos medios del área.

