

# VTA's BART Silicon Valley Phase II Extension Project

Santa Clara Community Working Group

September 12, 2019



*Solutions that move you*

# Agenda

- Announcements
- Follow-Up Items
- CWG Member Report Back
- Diridon Integrated Station Concept Plan
- Phase II Update
- City of Santa Clara Planning Update – Gateway Crossings Project
- Transit Oriented Communities Strategy Study
- Next Steps

# Announcements

# 2020 CWG Dates

- Thursday, February 13, 2020
- Thursday, May 14, 2020
- Thursday, September 17, 2020
- Thursday, November 19, 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 14, 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 provide an update on the FedEx site today.
- The environmental document (2018 SEIS/SEIR) found no noise mitigations are necessary for Newhall Yard. Once yard design is finalized, VTA will determine whether additional environmental analysis will be needed, which could include additional noise analysis and muck removal evaluation.

# Follow-Up Items

- VTA is assuming a 55' tunnel boring machine (TBM) would achieve an average advance rate of 30' per day, and a 45' TBM would achieve an average advance rate of 40' per day.
- 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 12, 2019

# SAN JOSÉ DIRIDON STATION

*Integrated Station Concept Plan*

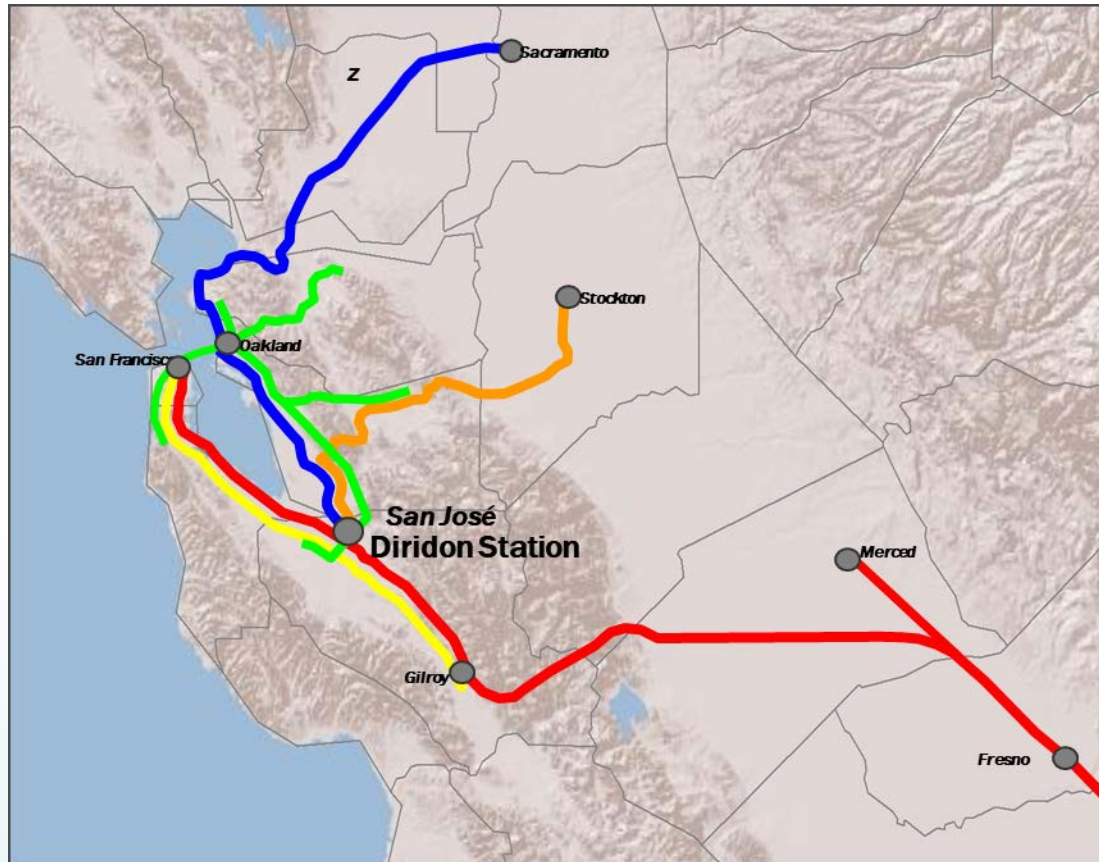
## Cooperative Agreement

- 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**

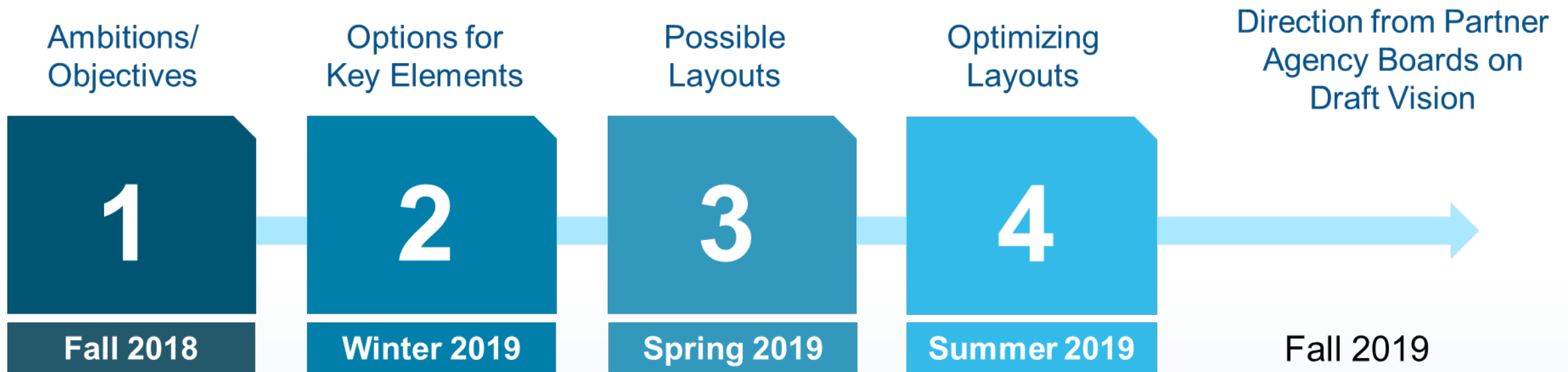


**Internal & External Stakeholder**



**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

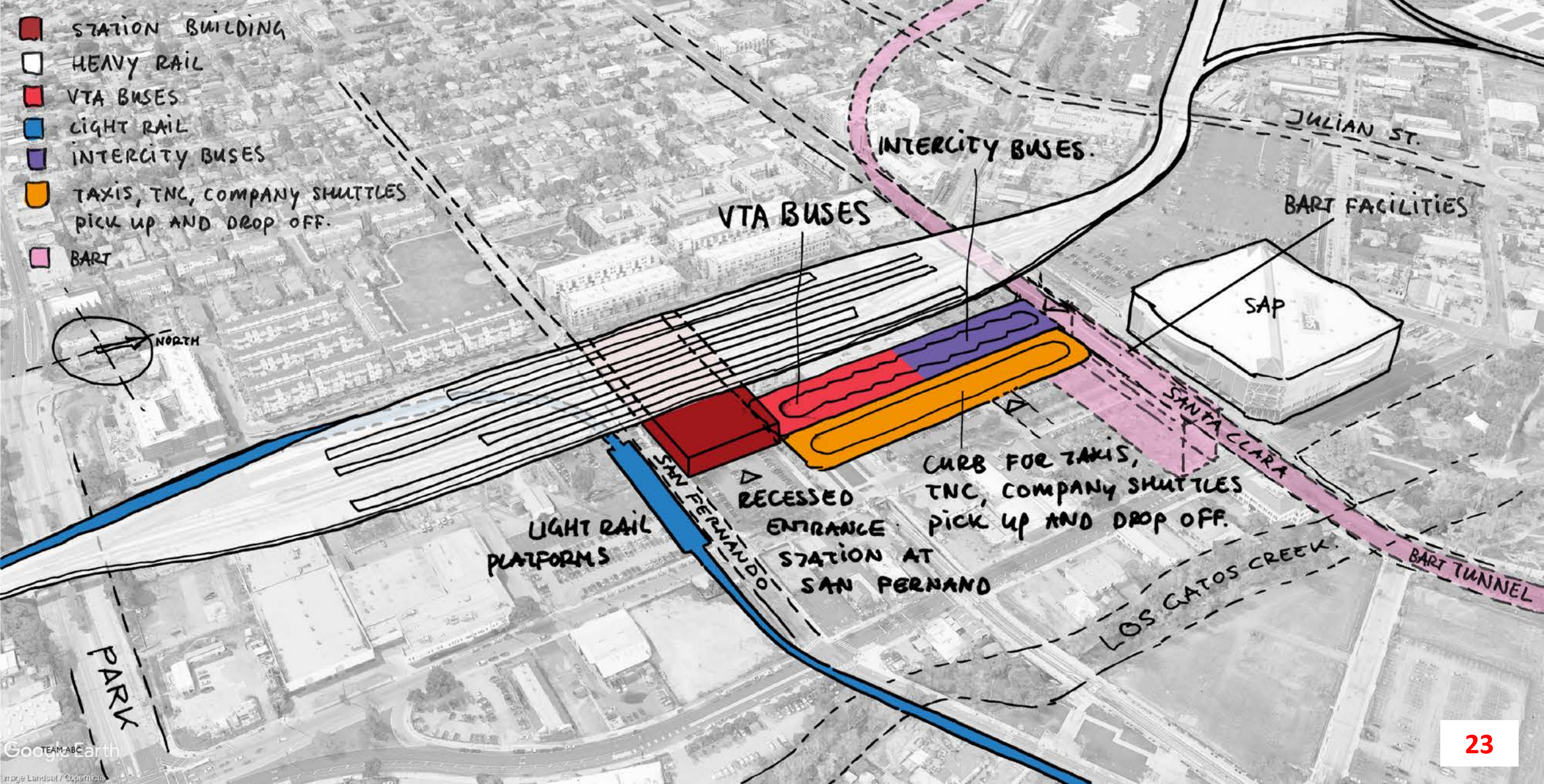
- Existing Southern Corridor
- I-280 & Existing Southern Corridor

## 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

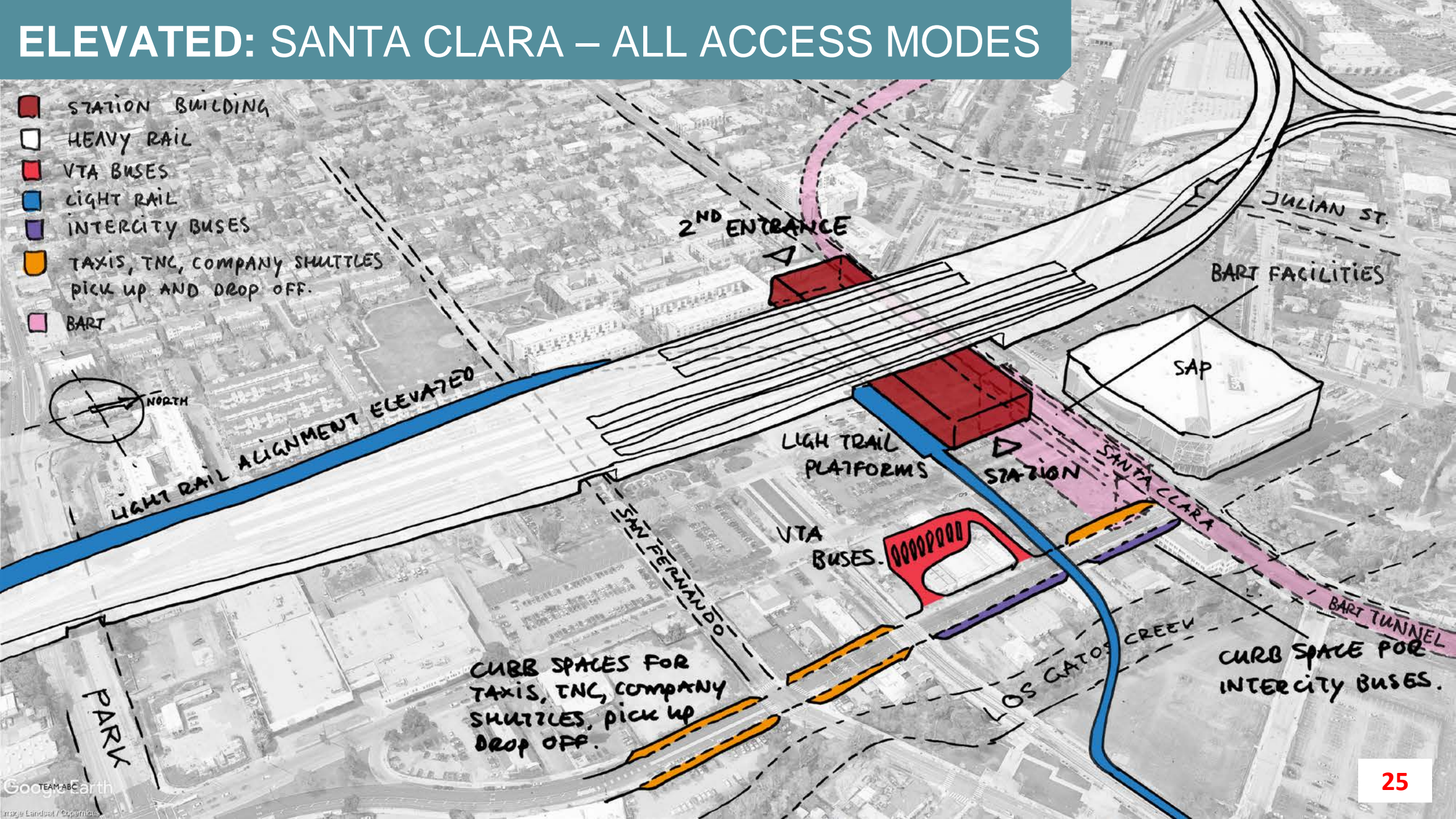


# **LAYOUT 2: SANTA CLARA STREET**



# ELEVATED: SANTA CLARA – ALL ACCESS MODES

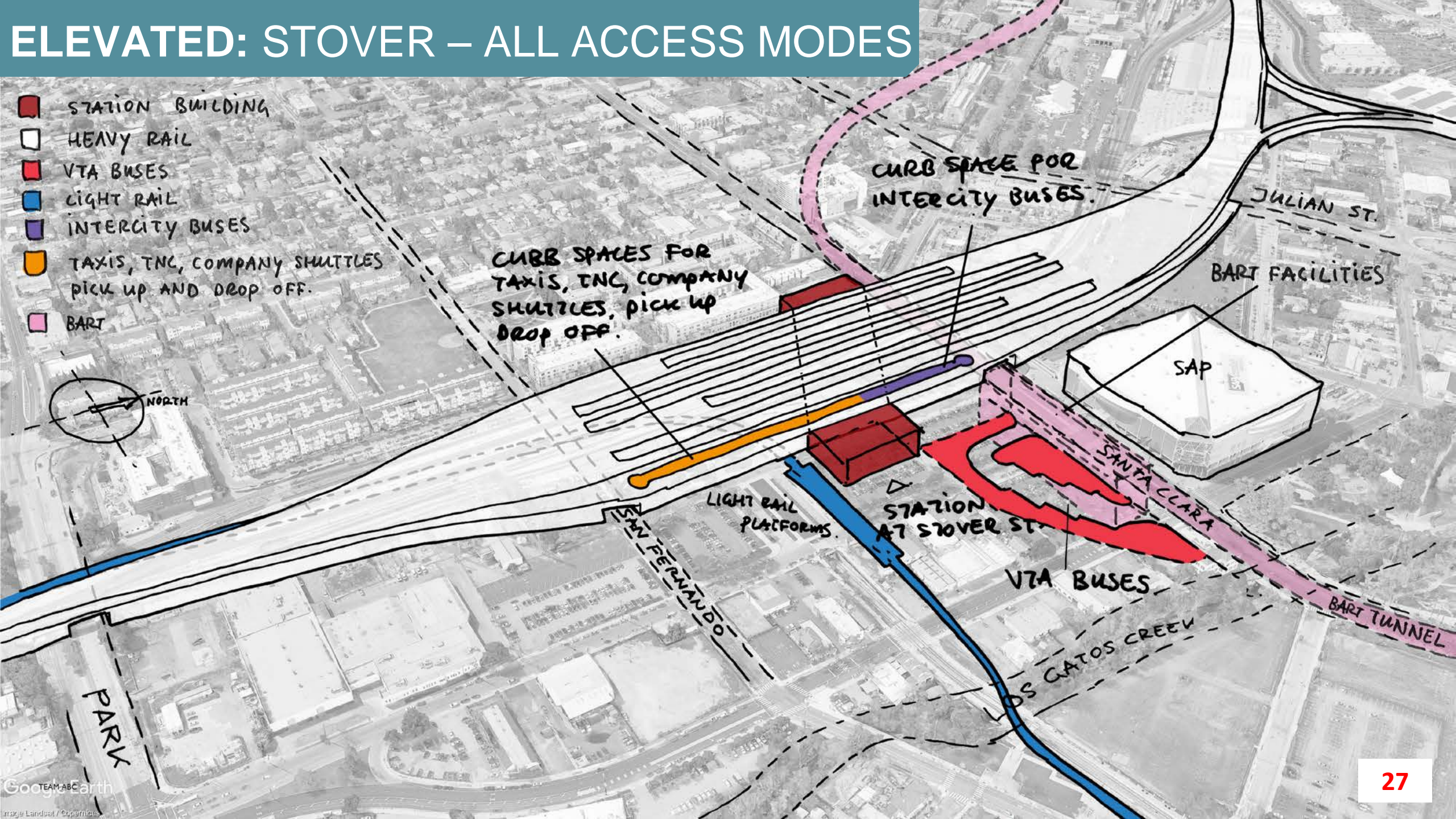
- STATION BUILDING
- HEAVY RAIL
- VTA BUSES
- LIGHT RAIL
- INTERCITY BUSES
- TAXIS, TNC, COMPANY SHUTTLES PICK UP AND DROP OFF.
- BART



CURB SPACES FOR TAXIS, TNC, COMPANY SHUTTLES, PICK UP DROP OFF.

CURB SPACE FOR INTERCITY BUSES.

**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

CURB SPACES FOR TAXIS, TNC, COMPANY SHUTTLES, PICK UP DROP OFF.

CURB SPACE FOR INTERCITY BUSES.



## Comparing Layouts

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

**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



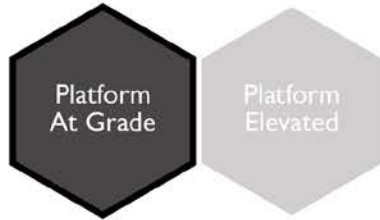
### Light Rail



# MIXING AND MATCHING

## EXAMPLE

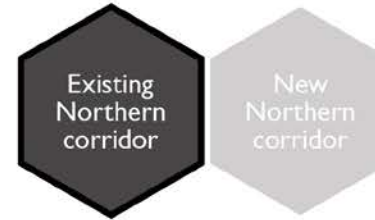
### Vertical Platform Position



### Station Location



### North Alignment



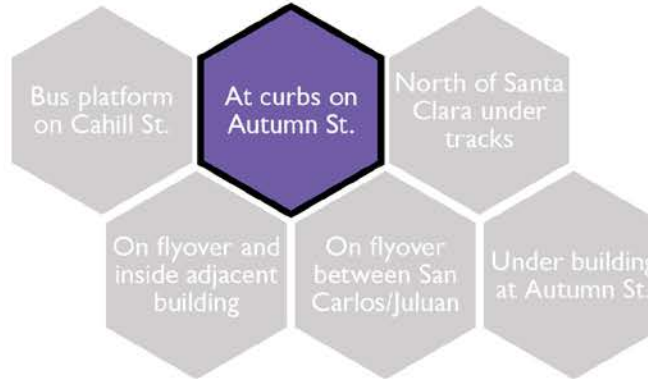
### South Alignment



### VTA Bus



### Intercity Bus



### Taxis, TNC/AV, Pick up/Drop off



### BART

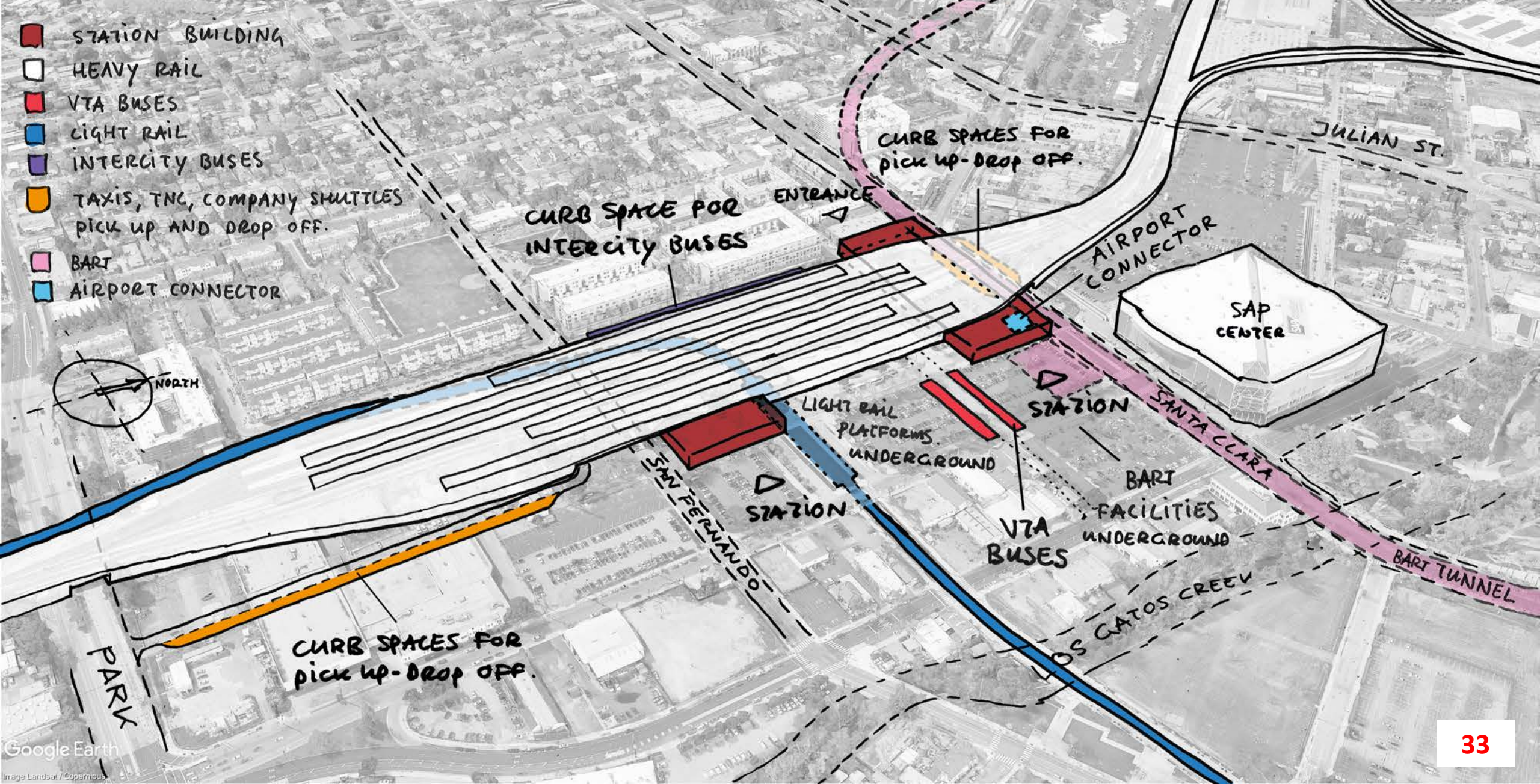


### Light Rail





# 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](http://www.diridonsj.org/disc)

# 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?



# GATEWAY CROSSINGS PROJECT



**City of  
Santa Clara**  
The Center of What's Possible



# Gateway Crossings Project

21.4 acre project site

- 20.4 acres in City of Santa Clara
- 1.0 acre in City of San José

Previously developed with 272,840 sq.ft.  
of industrial and office/R&D uses

Buildings and site improvements  
demolished in 2016-2017

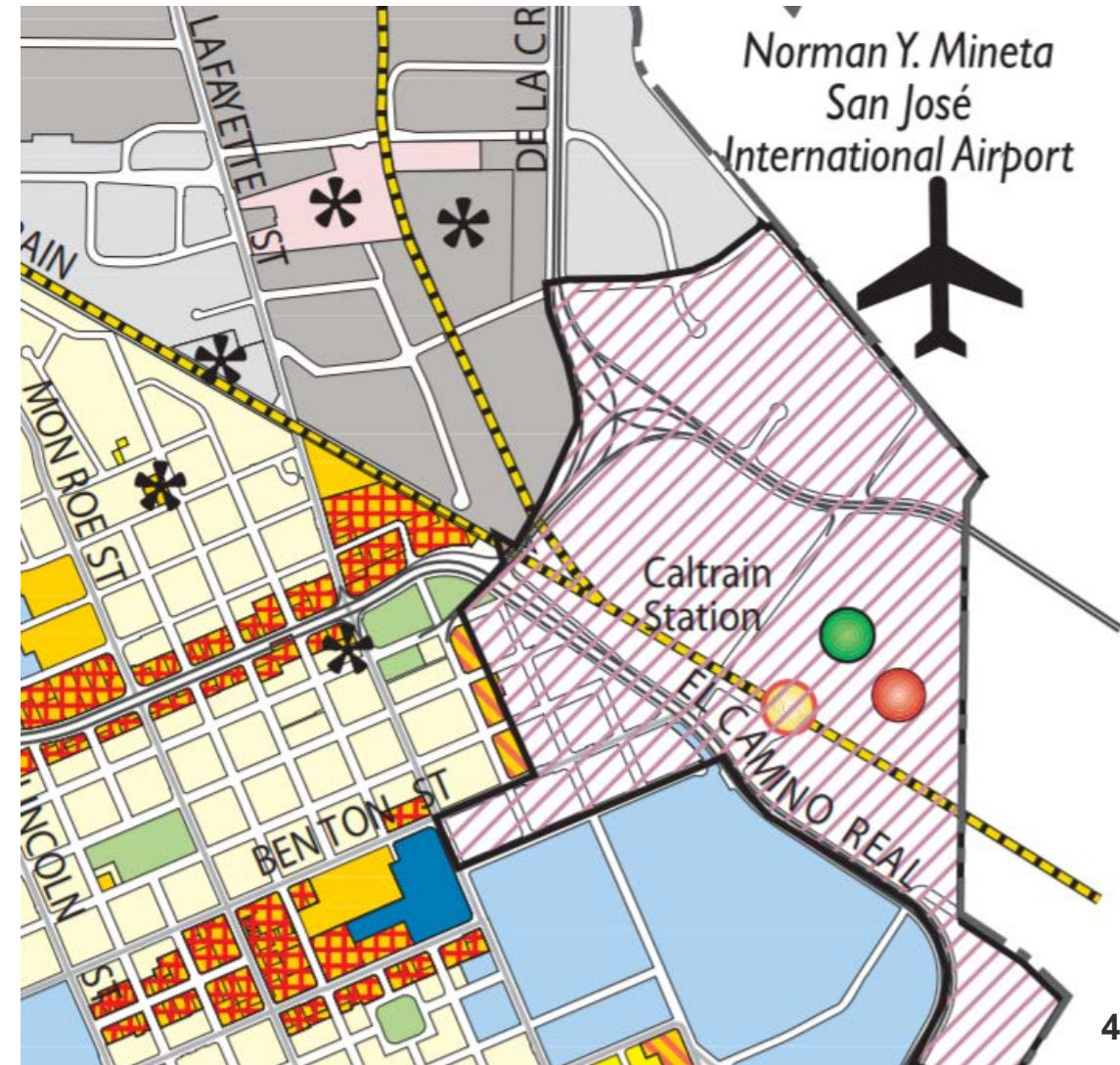




# Gateway Crossings Project

## Santa Clara Station Focus Area

- 244 acre Phase 1 Focus Area
- Gateway into the City
- Pedestrian and transit oriented
- 1,650 residential units
- 2,000,000 sq. ft. non-residential uses






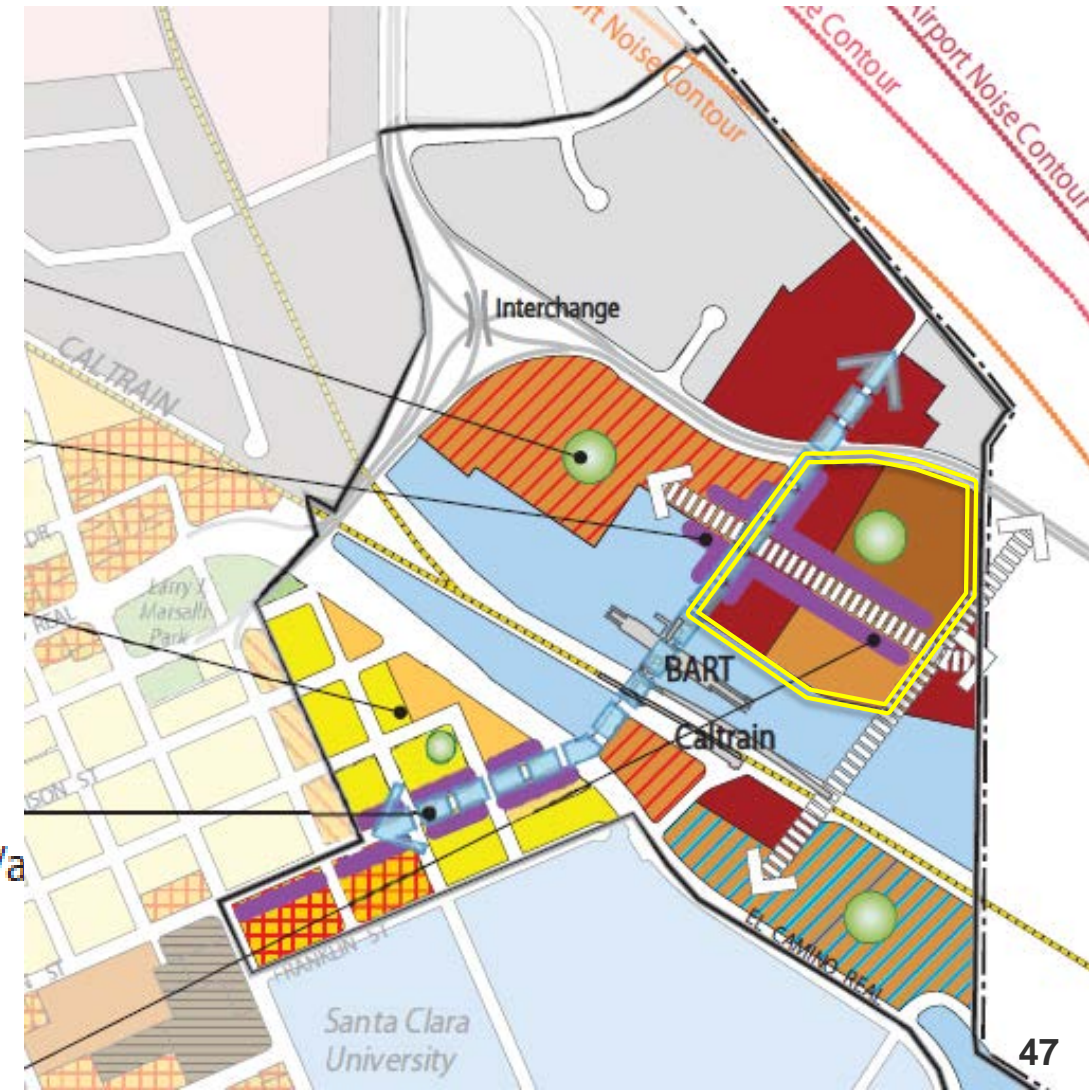


# Gateway Crossings Project

## Site General Plan Designations

Land Use	Acres	Commercial sq.ft.	Dwelling Units
High Density Residential	3.95	0	531 – 1,042
Very High Density Residential	10.42	0	146 – 198
Regional Commercial	7.03	918,678	0

-  Santa Clara Station High Density Residential (37-50 du/ac)
-  Santa Clara Station Very High Density Residential (51-90 du/a)
-  Santa Clara Station Regional Commercial (up to 3.0 FAR) (with an emphasis on office and hotel uses)



# Gateway Crossings Project

## July 9, 2019 City Council

- 1,565 multi-family dwelling units
- 45,000 sq.ft. ground floor retail
- 152,000 sq.ft. full service hotel
  - 225 rooms
  - 5,500 sq. ft. food & beverage uses
  - 10,900 sq. ft. amenity space
  - 8,000 sq. ft. conference space
- 2.6 acre park
- 2,332 parking spaces
- Street network







# Gateway Crossings Project

## Land Use Approvals

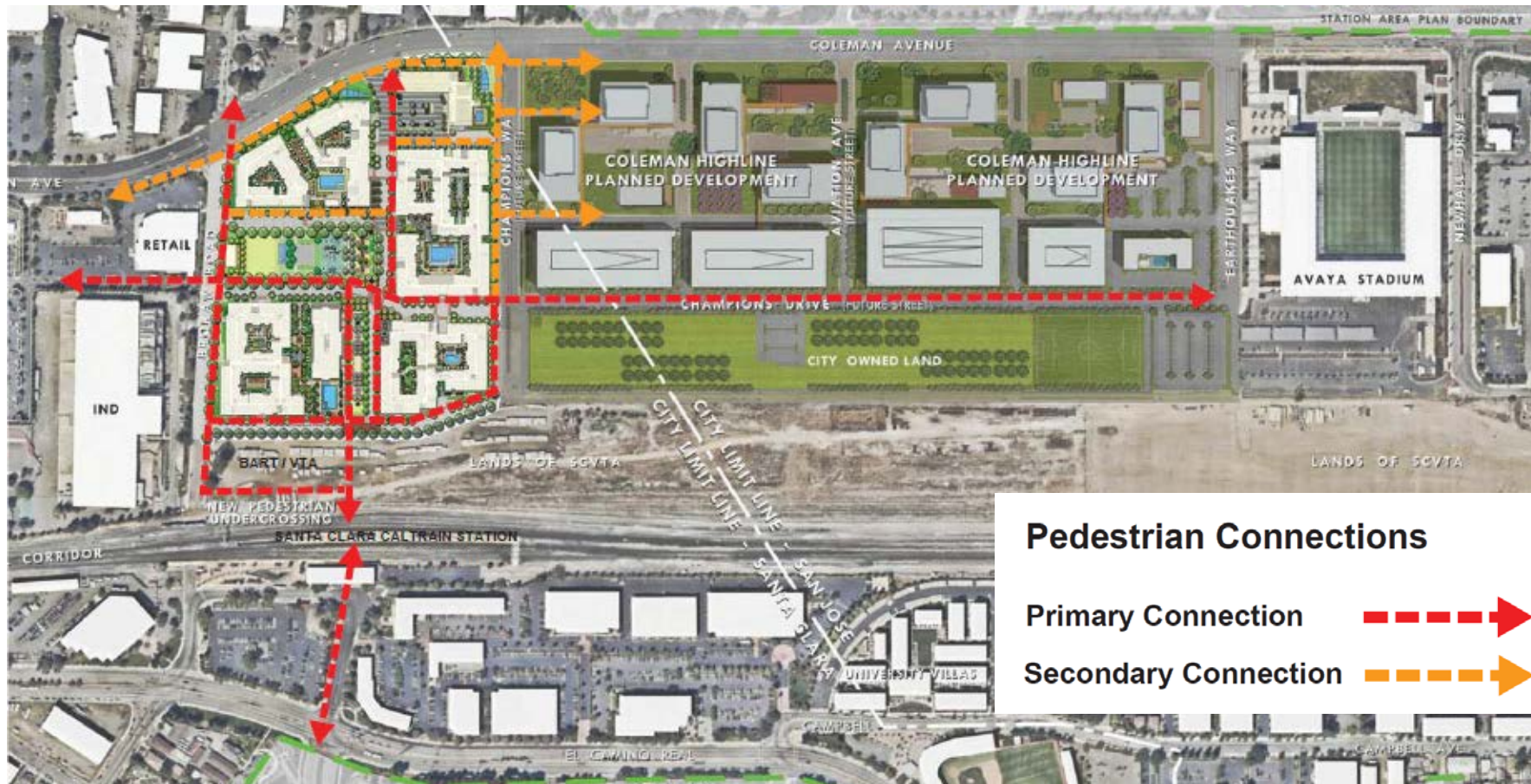
- General Plan Amendment to Santa Clara Station Very High Density Residential (51-120 du/acre) with a minimum commercial FAR of 0.2
- Zoning Code Amendment to add a new zoning designation of Very High Density Mixed-Use (VHDMU)
- Rezone project site from Light Industrial (ML) to VHDMU zoning district
- Vesting Tentative Subdivision Map
- Development Agreement





# Gateway Crossings Project

## Pedestrian Connectivity Diagram



### Coleman Highline Project

- Phased development
  - Phase 1 complete
  - Phase 2 under construction
  - Phases 3 & 4 construction 2021
- 1,500,000 sq.ft. of office, retail, hotel uses, Avaya Stadium, & street network
- 4 – 7 story buildings
- City of San Jose practice soccer fields



# Gateway Crossings Project

## **Transit Facilities**

### Existing Santa Clara Transit Center

- VTA bus service  
(*routes 10, 22, 32, 60, 81, 522*)
- Caltrain, ACE, Capitol Corridor
- Pedestrian undercrossing

### Future BART Station

- Station concourse
- 5-level 500 space parking structure
- Drop-off, bus & shuttle loading



# Gateway Crossings Project

## Development Agreement

- Hotel construction in Phase 1
- Maintenance of two public parks totaling 2.6 acres
- Payment of Local Transportation Fees (\$250/bedroom; \$2.50/com. sq. ft.)
- Payment of Regional Transportation Fees (\$250/bedroom, \$400/hotel room, \$2.50/com. sq. ft.)
- Fair Share Traffic Fees of \$1,680,194
- Bicycle and Pedestrian Improvement Fees of \$825,000
- Brokaw Road street improvements
- 10% Affordable Housing Contribution (5% at 80% AMI; 5% at 100% AMI)
- LEED Silver or better



# Gateway Crossings Project

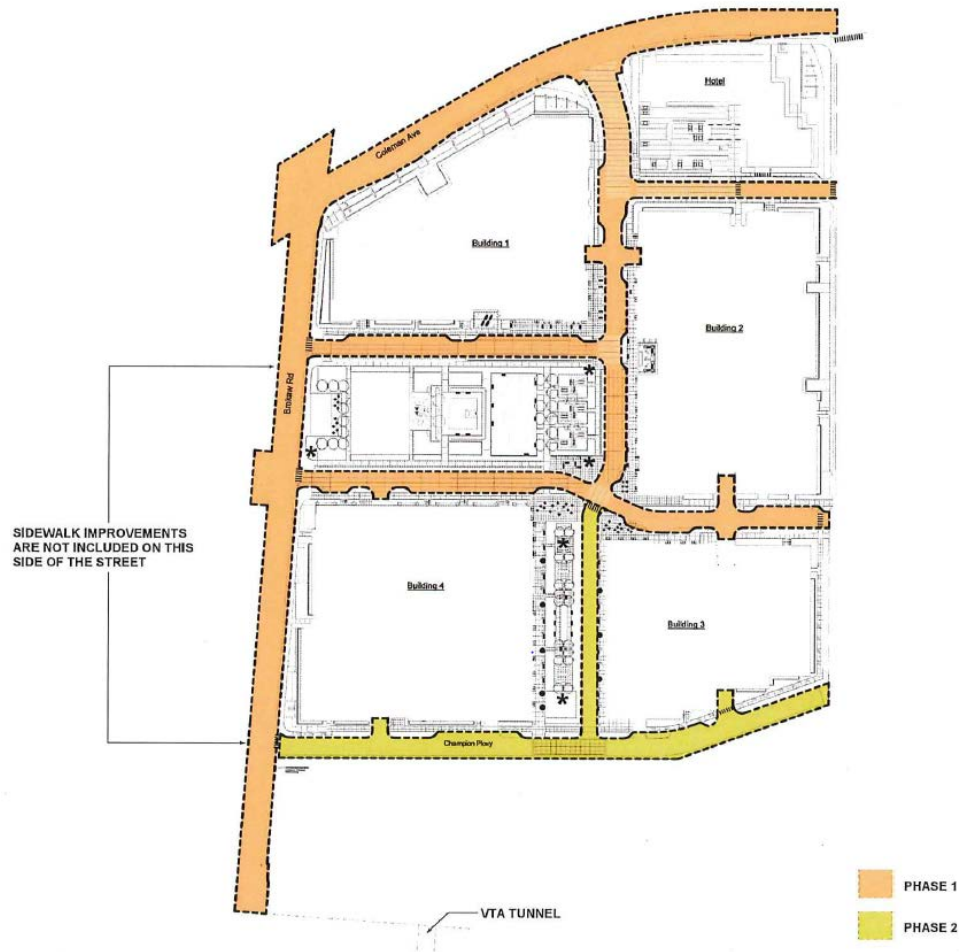
## Approved Project Components

- 20% VMT reduction increases to 30% when BART is operational
- Additional TDM measures (increased bicycle parking, electric outlets in bicycle garages, bike and car share programs, electric scooter parking)
- Provide 6% of parking spaces with electric vehicle charging and pre-wire an additional 9%



# Gateway Crossings Project

## Project Phasing





URBAN COFFEE

Gateway Crossings

M MANCHA



# Questions?



# 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 of 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).

**FOR FURTHER INFORMATION CONTACT:** Susan Eddy, FTA Office of Planning and Development, telephone (202) 366-4499 or email Susan.Eddy@dot.gov.  
**SUPPLEMENTARY INFORMATION:**

**1. Background**  
FTA, together with its transit industry partners, invests billions of dollars in capital projects designed to improve public transportation by reinvigorating in-

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

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 projected 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** 46253

**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.

**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.  
**For:** DOT-360.  
**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](mailto:jason.stammers@dot.gov).

**SUPPLEMENTARY INFORMATION:** Under 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 organizations concerning the proposed collection of information, if it has a burden that must be included in such a document. Under OMB’s regulation (at 31 CFR 101-11.6), 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 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.  
**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 restraint seats 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 (Large Overweight 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

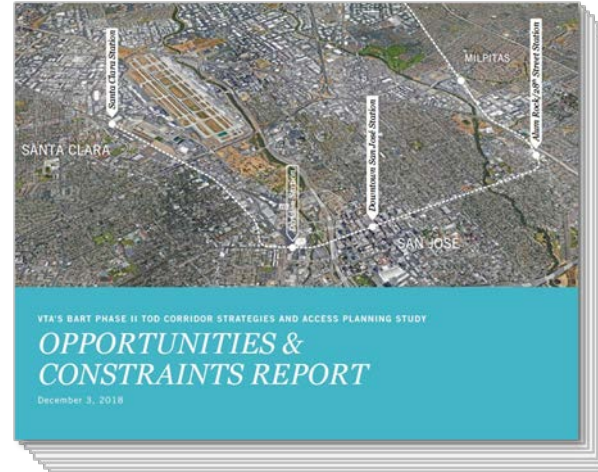
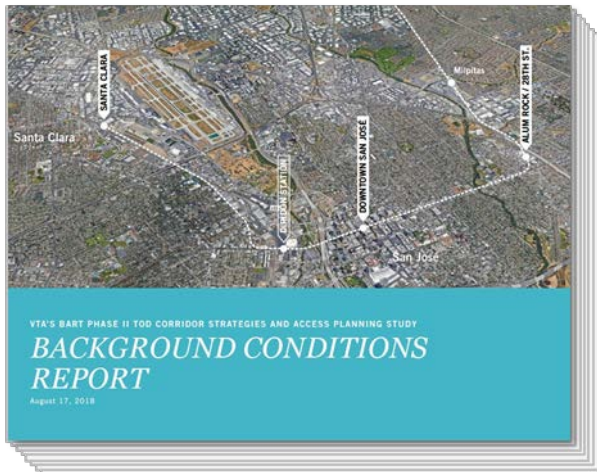
- “What is good TOD?” April ‘18 CWG workshop
- “Background Conditions” June ‘18 CWG workshop

## Opportunities & Constraints

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

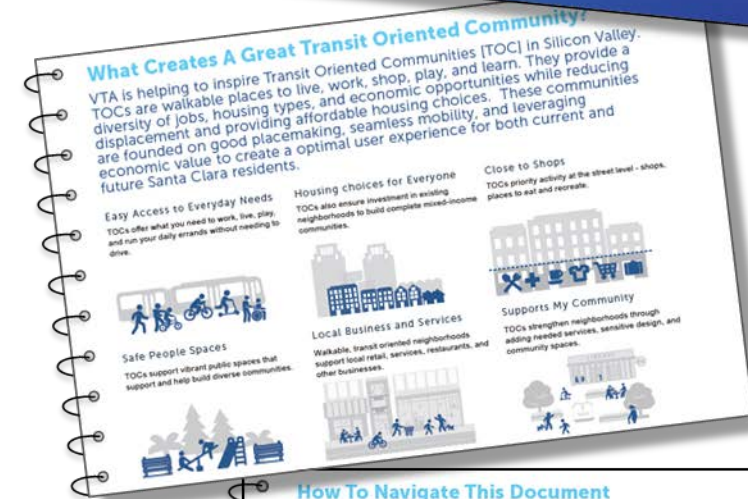
## Implementation Strategies

- “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 / 28<sup>TH</sup> ST STATION

New Development: 8.5 Million sf.

## DOWNTOWN SAN JOSÉ STATION

New Development: 23.8 Million sf.

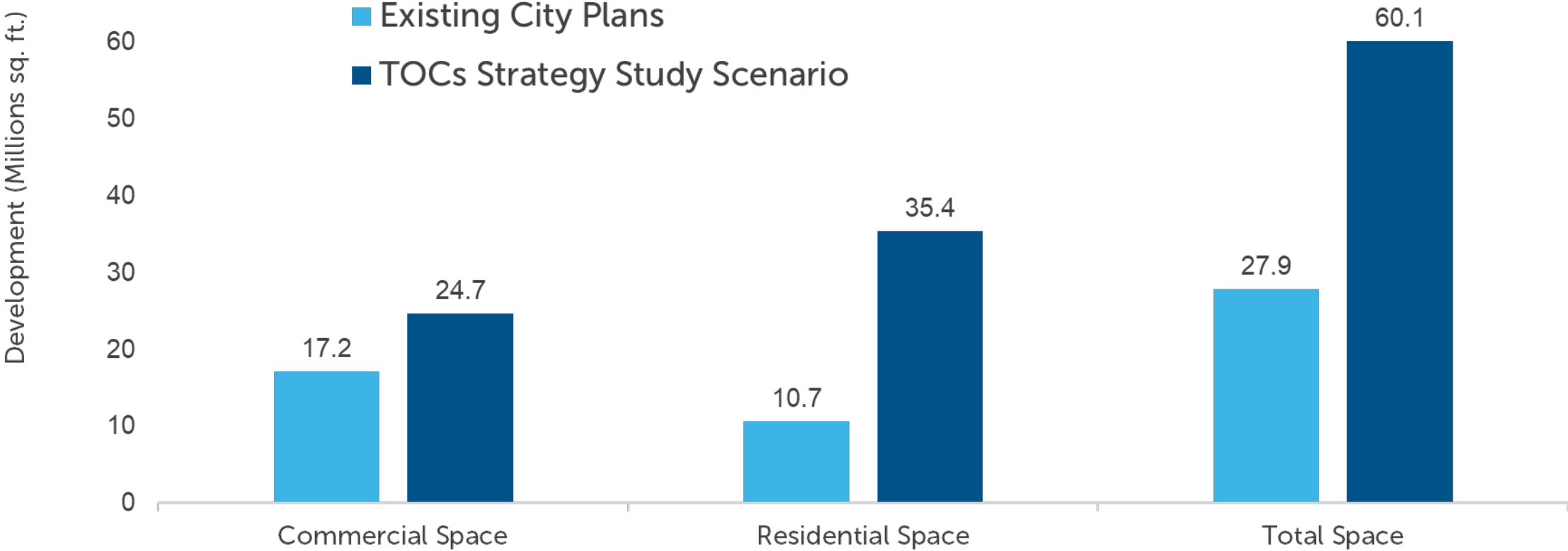
## DIRIDON STATION

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

# Santa Clara Station

VTA plans to develop over the northernmost 1.4 acres of the Newhall Maintenance Facility site

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



Station site could accommodate Transit-Oriented Joint Development on top of the station and maintenance facility:

- **195k** sq. ft. of office development
- **15k** 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



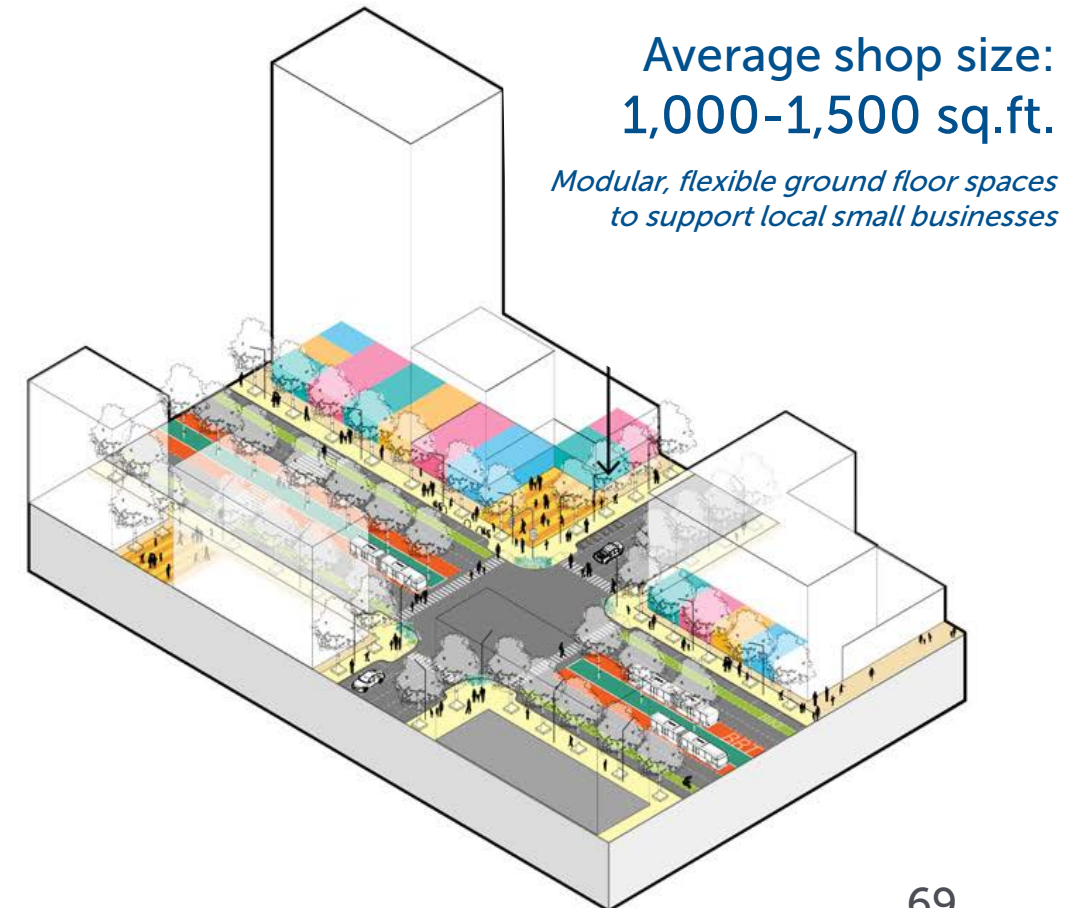
## Legend

- 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

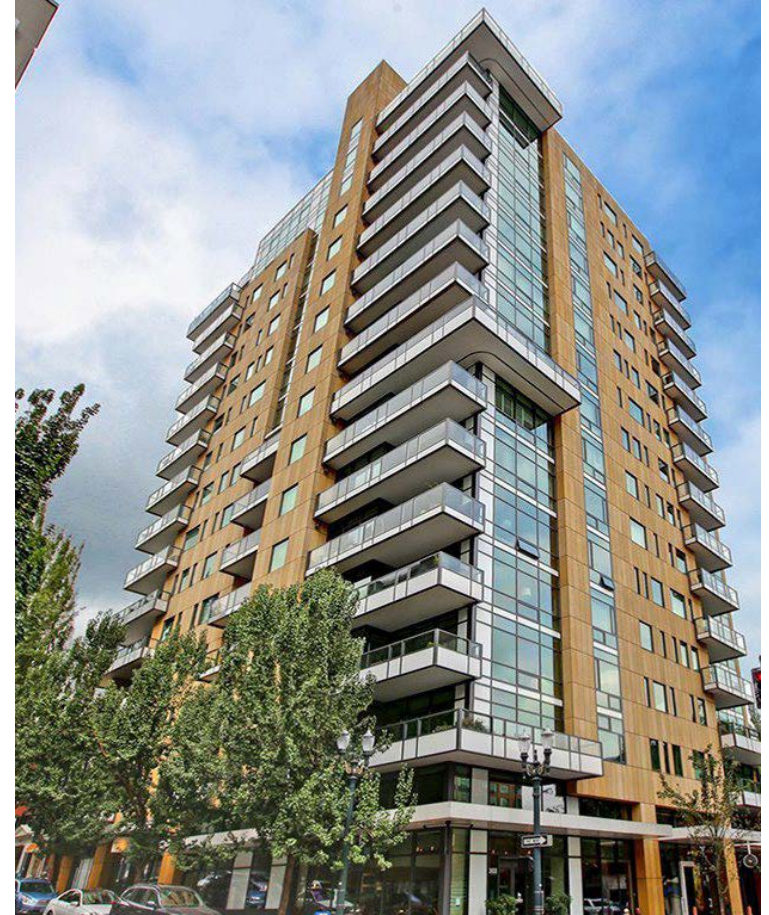
- Ensure space for small and local businesses
- Expand capacity of existing business associations/chambers
- Continue and expand city programs to retain and support businesses
- Continue to market Opportunity Zone investments
- Provide targeted assistance to small businesses that are displaced by new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



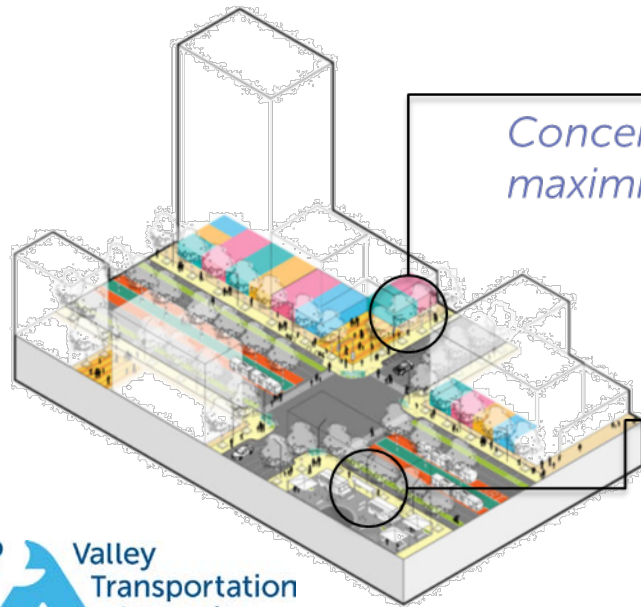
*All development on VTA-owned property will be required to meet VTA's Affordable Housing Policy*

**20%** affordable units

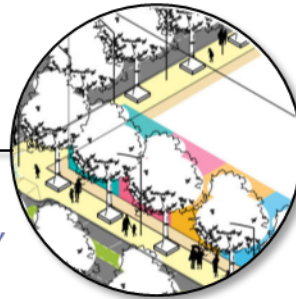


# Create Great Public Spaces and Destinations

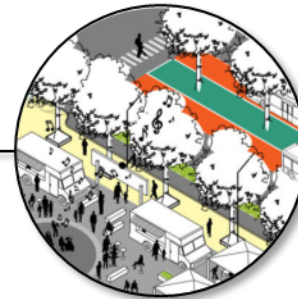
- Create a tailored approach to streetscape improvements
- Define specific areas and promote cultural identities
- Branding, design, and programming for public spaces
- Establish block size and open space requirements
- Limit ground floor retail to targeted locations



*Concentrate retail uses to maximize pedestrian activity*



*Convert underutilized lots into spaces for community events*





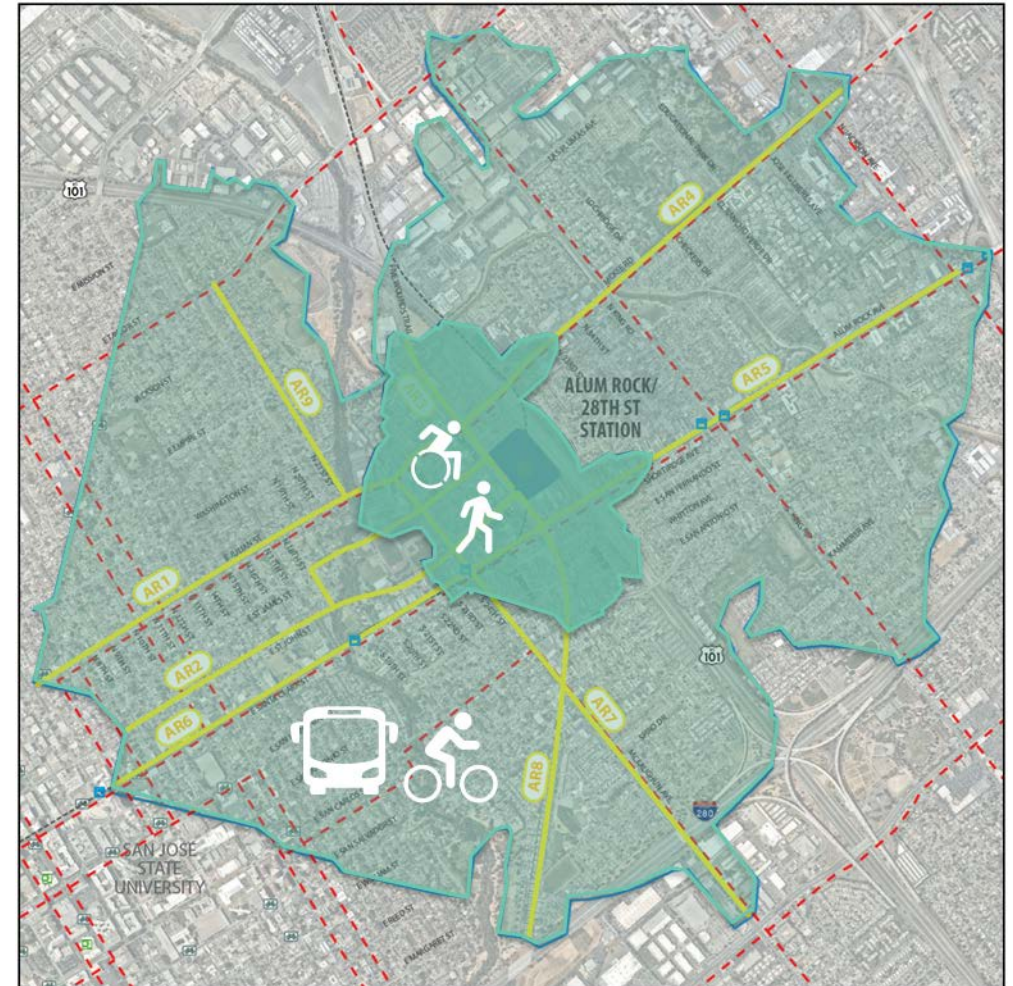
# Improve Access & Establish Shared Mobility Districts

- 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.

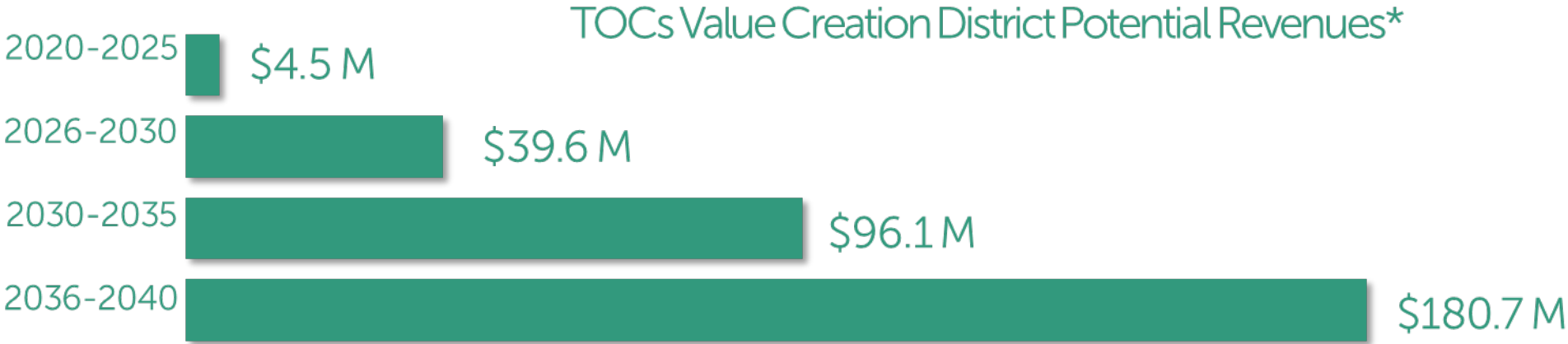






# Establish TOC Funding Mechanisms

- 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](http://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](http://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](mailto: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:  
Thursday, November 14, 2019, 4:00-6:00 PM, Mission Library, Community Room
  - CWG Member Report Backs
  - Phase I Update
  - Government Affairs
  - Phase II Update
  - Construction Education & Outreach Plan
    - Small Business Plan
  - Diridon Station Integrated Concept Plan
  - Station Access Concepts
- Action Items