

Look & Feel of VTA’s BART Silicon Valley Phase II Project Stations - Engagement Summary

The following summarizes the process used by VTA’s BART Silicon Valley Phase II Project (Phase II Project) team to broadly engage the community regarding the look and feel of Phase II Project stations and the findings of this process.

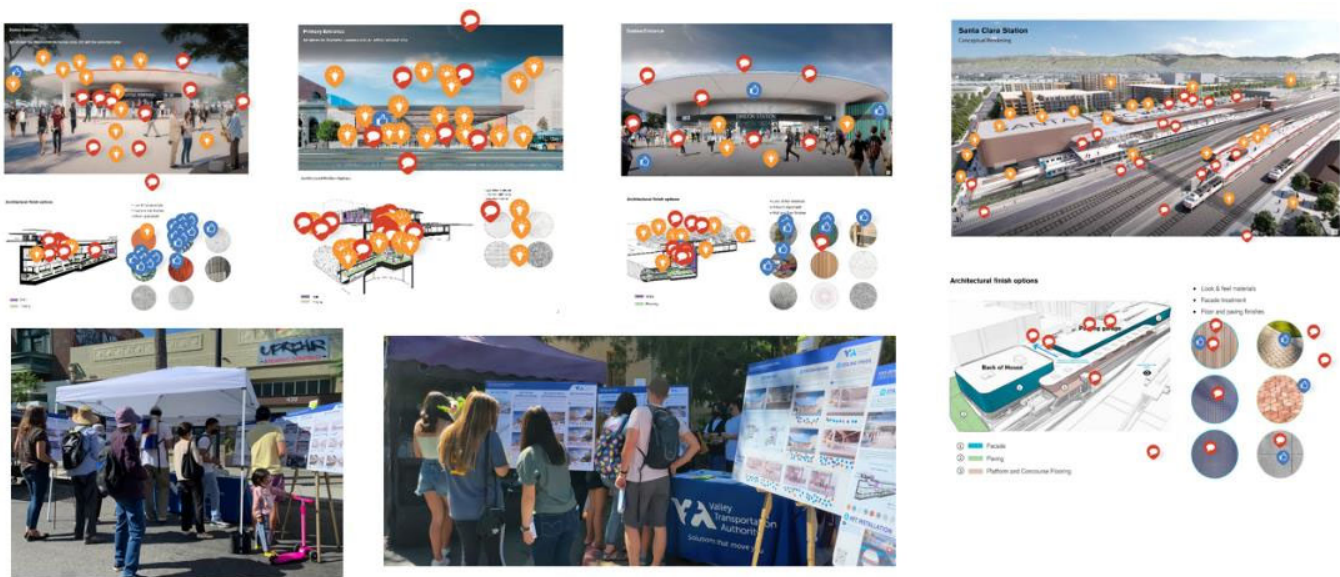
Process

From June through September 2021, the Project team carried out an extensive engagement effort to share and collect feedback on the look and feel elements of the four future stations. Community members and staff representing VTA, BART, and the Cities of San José and Santa Clara were engaged as part of this process.

In June 2021, the Project team initiated Design Review Committees (DRCs) for each station comprising leaders of local community organizations and staff from the Cities of San José and Santa Clara. The DRCs met monthly through September 2021. The purpose of the DRCs meetings was to provide an opportunity for community and local government partners to provide input regarding select visual elements for each of the four stations, including specific architectural finishes and locations for art.

	June 2021	July 2021	August 2021	September 2021
June DRC Kickoff Meeting	June 30			
July DRC Meetings		July 27-30		
August DRC Meetings			August 24-27	
Community Engagement: Online, In-person Pop-ups, CWGs				Sept 3-17
September DRC Meetings				Sept 21-24

Concepts that emerged from the DRC process were shared widely with the public for their review and feedback in the first half of September via an online community feedback platform, presentations at Project Community Working Group (CWG) meetings, and pop-ups in the station areas. Pop-ups were held at farmer’s markets in the station areas and outside the Diridon and Santa Clara Caltrain stations, which are near the future Phase II Project stations. The pop-ups were hosted in places where current and future transit riders could be engaged while they lingered and were in a frame-of-mind to provide thoughtful and useful feedback. Notifications about these engagement opportunities were shared with the Phase II Project-wide email list, CWG email lists, DRC members, over social media, and with VTA’s Board of Directors, internal VTA staff, and communications staff and Council offices of the cities of San José and Santa Clara – and folks were encouraged to share these engagement opportunities with their networks and encourage them to provide their feedback. Over 2,000 people were engaged.



Updated concepts were developed based on feedback received from public engagement and discussed with DRC members during the September DRC meetings. Both findings from public engagement and discussions with DRC members shaped the preferred station concepts, and the feedback received is described in greater detail below.

Survey Results and DRC Member Feedback

The following is a summary of findings from public engagement and feedback received from DRC members during the September meetings:

Multiple Stations

The following feedback was received that is applicable to multiple stations:

- The stations should have greenery and shade, and shade is especially important over walkways.
- Stations with structured parking should provide infrastructure for solar panels to be added.
- Wayfinding elements should be further integrated and incorporated into the stations.
- Station design concepts should use sustainable materials and include strategies to retain stormwater.
- The stations should include abundant places to sit, and outside seating should not accommodate sleeping.

28th Street/Little Portugal BART Station

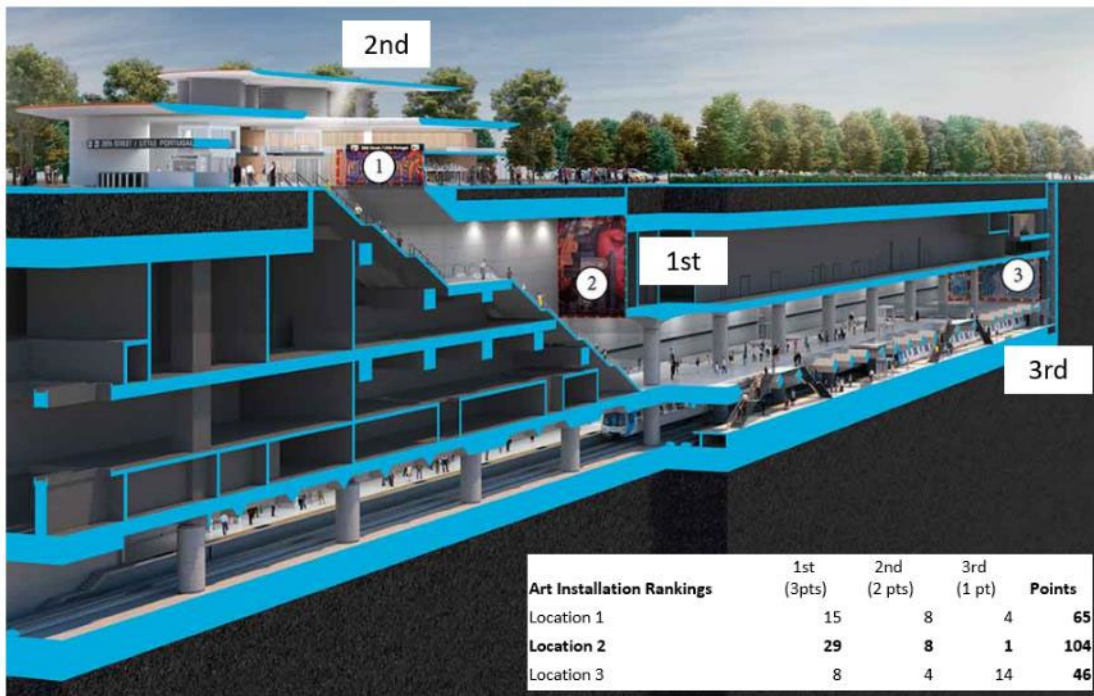
Results of surveys conducted as part of public engagement showed that, for the 28th Street/Little Portugal BART Station, red terracotta is preferred to off-white terracotta for the façade on the backside of the station entrance building, that patterned flooring is generally preferred over entirely plain flooring, and that the location for art that is most visible from the stairs and escalators between the station entrance building and concourse is the most preferred.

STATION BACK OF HOUSE FACADE

Option A: Red Terracotta



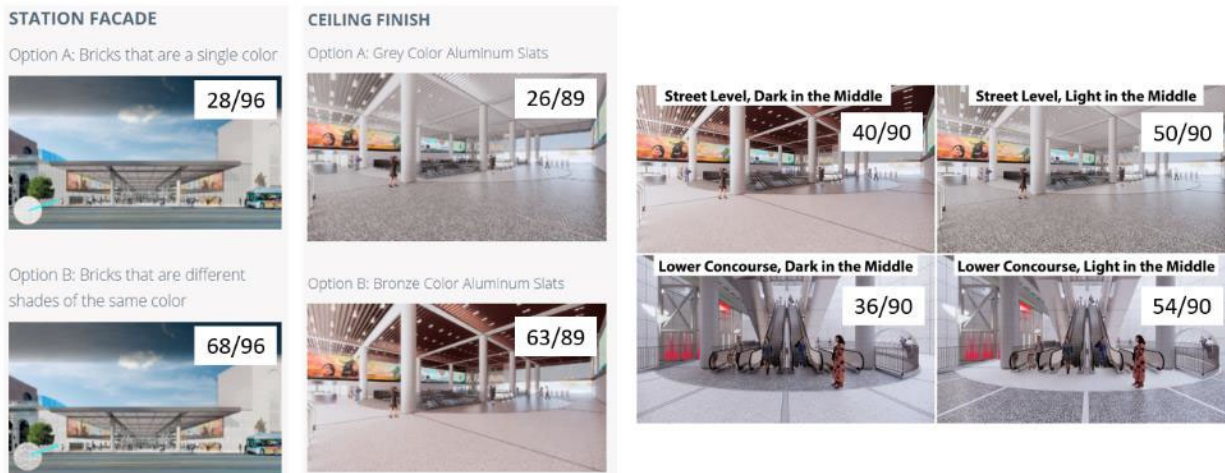
Option B: Off-White Terracotta



Qualitative feedback was also received, much of which has been or will be incorporated into station design. Key feedback received from 28th Street/Little Portugal BART Station DRC members at the September meeting that followed public engagement included: flooring concepts that include patterned terrazzo in the station entrance building to celebrate the round ceiling and along the pillars in the concourse are preferred.

Downtown San José BART Station

Results of surveys conducted as part of public engagement showed that, for the Downtown San José BART Station, bricks that are different shades of the same color are preferred for the station façade over bricks that are a single color, that bronze-colored aluminum slats are preferred for the ceiling finish over grey-colored aluminum slats, and that a lighter color is generally preferred in the portion of flooring that surrounds the escalators. Qualitative feedback received indicated that more color should be integrated into the station.



Diridon BART Station

Results of surveys conducted as part of public engagement showed that, for the Diridon BART Station, a teal color is preferred for the station’s back-of-house (employees-only area) and core wall finish, and that the underside of the elevated walkway is the preferred location for art within the station. Survey responses regarding if the floor finish should be light-colored terrazzo or dark-colored terrazzo were evenly split. Qualitative feedback received indicated that the options for how the Diridon BART Station may be integrated with its future surroundings (e.g., the SAP Center, Google’s Downtown West, and the future Diridon Intermodal Station) should continue to be explored.

BACK-OF-HOUSE & CORE WALL FINISH

Option A: Teal



Option B: Brown



FLOOR FINISHES

Option A: Light Terrazzo, Dark Engraving



Option B: Dark Terrazzo, Stainless Steel Engraving



ART INSTALLATION

Option A: On Core Wall



Option B: Suspended Art



Option C: Underside of Walkway






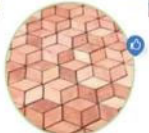


Key feedback received from Diridon BART Station DRC members at the September meeting that followed public engagement included: the warmer finish options presented complemented the teal finish on the station's back-of-house (employees-only area) and core wall well. The following images represent the concepts shared and discussed with the Diridon BART Station DRC members at the September meeting that followed public engagement:



Santa Clara BART Station

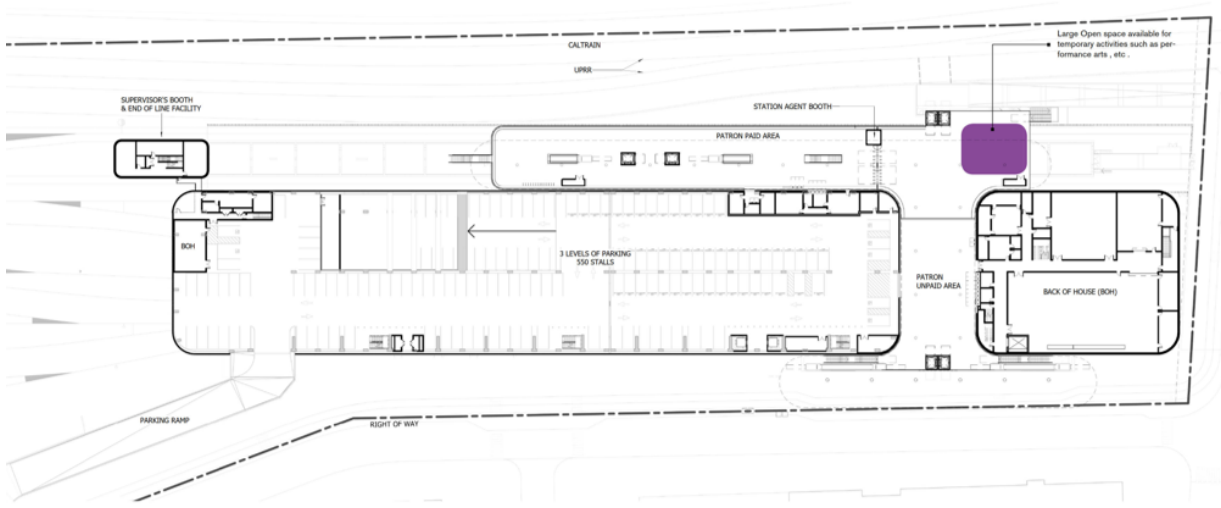
Results of surveys conducted as part of public engagement showed that, for the Diridon BART Station, a kinetic façade is preferred, that terracotta colored concrete reminiscent of mission architectural themes is preferred, and that color accents in the concourse and platform are preferred over concepts that do not include color accents. Qualitative feedback received indicated that ways to incorporate less-reflective wood-like materials, especially around the station platforms and concourses, are preferred.

STATION FACADE	STATION APPROACH PAVING	CONCOURSE & PLATFORM FLOORING
<p>Option A: Anodized Aluminium Tubes</p>  <p>36/118</p>	<p>Option A: Grey Colored Concrete Paving</p>  <p>54/112</p>	<p>Option A: Concrete</p>  <p>18/113</p>
<p>Option B: Kinetic Façade</p>  <p>60/118</p>	<p>Option B: Terracotta Colored Concrete Paving</p>  <p>58/112</p>	<p>Option B: Concrete with Color Accent</p>  <p>95/113</p>
<p>Option C: Metal Mesh</p>  <p>22/118</p>		<p>This brick is pleasantly reminiscent of Mission architectural themes</p> <p>10 days ago Like +70Dislike</p>

Key feedback received from Santa Clara BART Station DRC members at the September meeting that followed public engagement included: appreciation for the finish options with a wood-like color, preference for kinetic façade where it would be seen and where its environment would result in it moving, and recommendations to consider integrating a stage or performance space, particularly for university students to use. The large open space outside of the station agent booth that is shown in the figure on the next page is large enough for it to be considered for use as a performance space. What ultimately goes in this space and how it will be used will be determined as part of future engagement efforts.

Art Placement

Small performance/event space



DRAFT AS OF September 2021

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