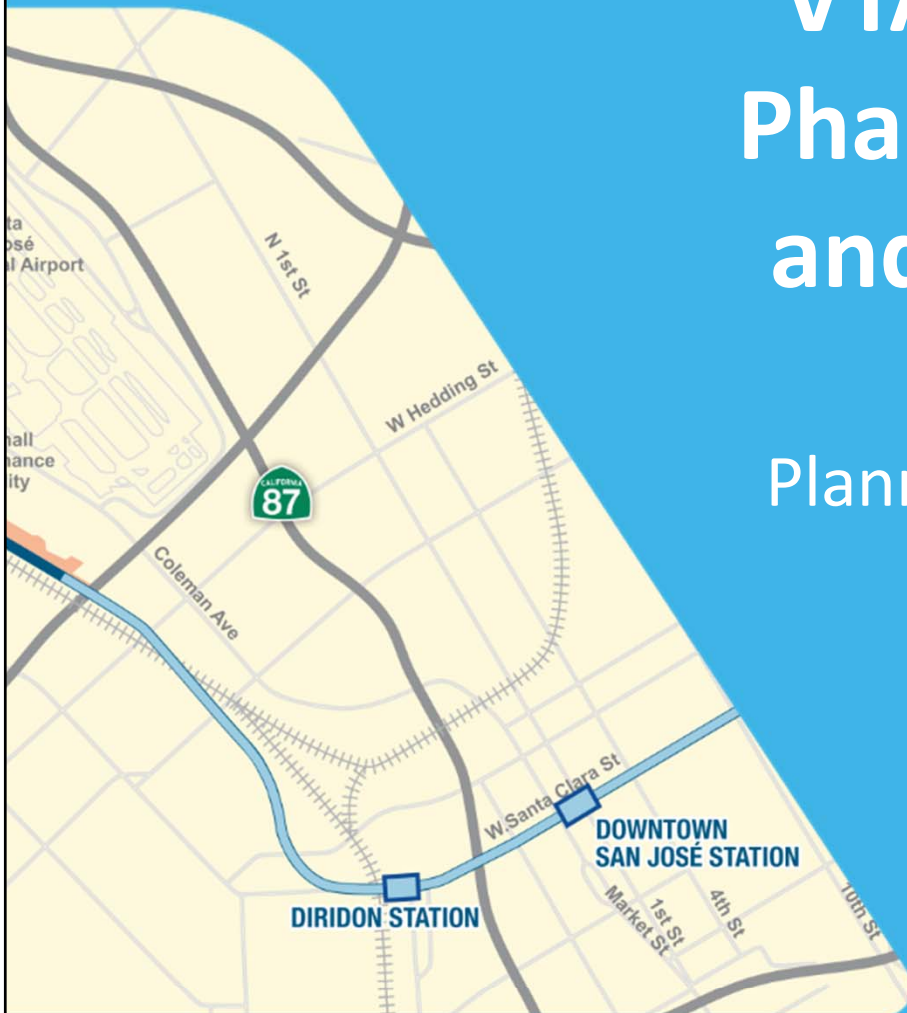


# VTA's BART Silicon Valley Phase II Extension Project and TOD/Access Strategy

City of Santa Clara

Planning Commission Study Session

June 13, 2018



Ron Golem, VTA Deputy Director  
Real Estate & Joint Development

Jill Gibson, VTA's BART Phase II Project  
Planning & Programming Manager

# AGENDA

- Project Background
- Growing Transit Oriented Communities in Santa Clara
- Station Area Development
- Questions



# Project Background



# VTA's BART Silicon Valley

## Phase I Extension

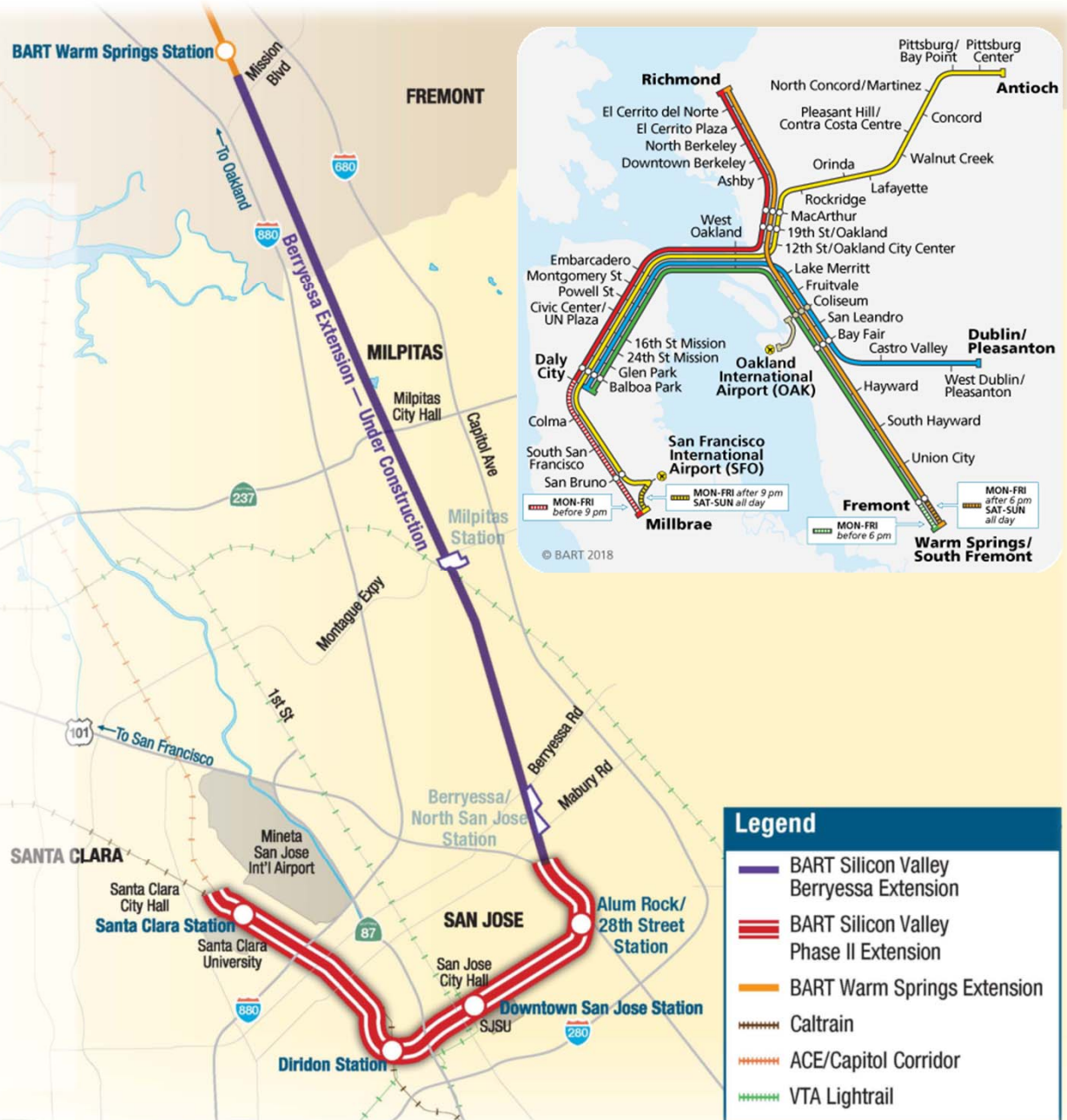
- 10-mile extension under construction
- 2 stations
- Anticipated opening year weekday ridership: 23,000
- \$2.4 billion

## Phase II Extension

- 6-mile extension (5-mile tunnel)
- 4 stations
- Newhall Yard Maintenance Facility
- Anticipated opening year weekday ridership: 33,000
- 2026 Passenger Service
- \$4.8 billion\*



\*Pre-Risk Assessed \$, excludes finance costs



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# VTA's BART Phase II Project



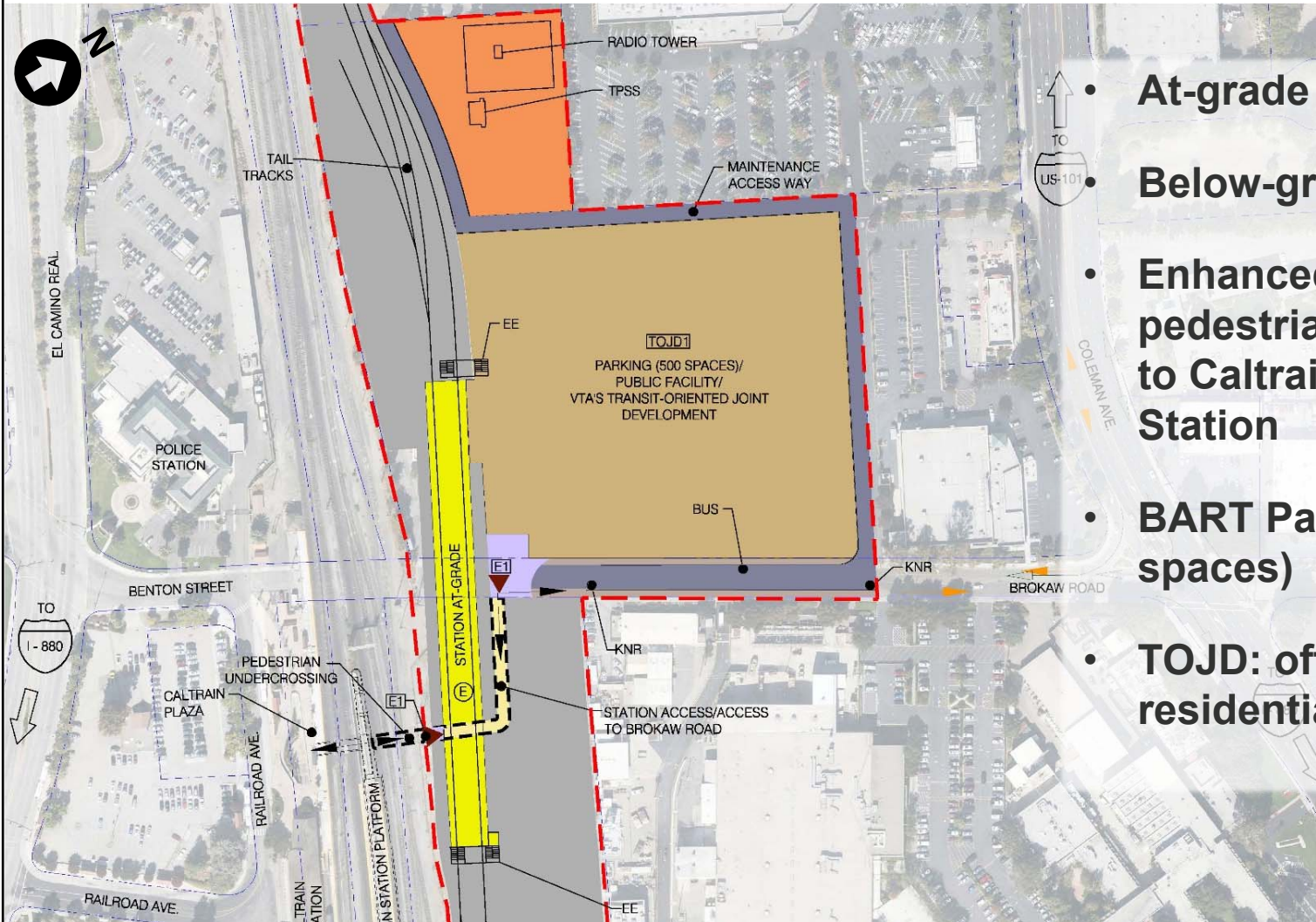


# Newhall Maintenance Facility





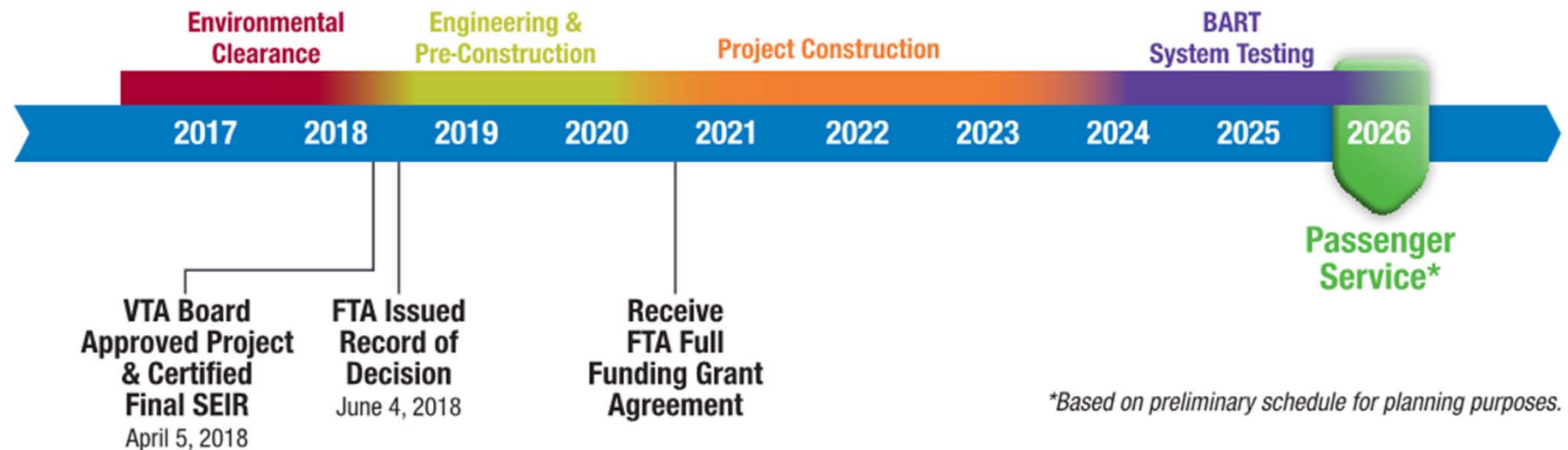
# Santa Clara Station



- At-grade station
- Below-grade concourse
- Enhanced underground pedestrian connection to Caltrain Santa Clara Station
- BART Parking (500 spaces)
- TOJD: office, retail, and residential land uses



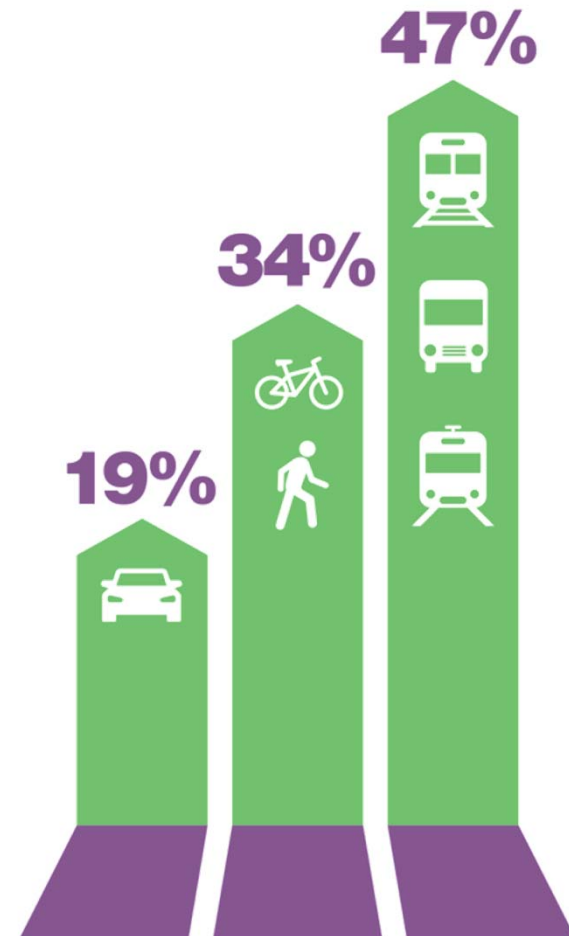
# Phase II Extension Project Schedule





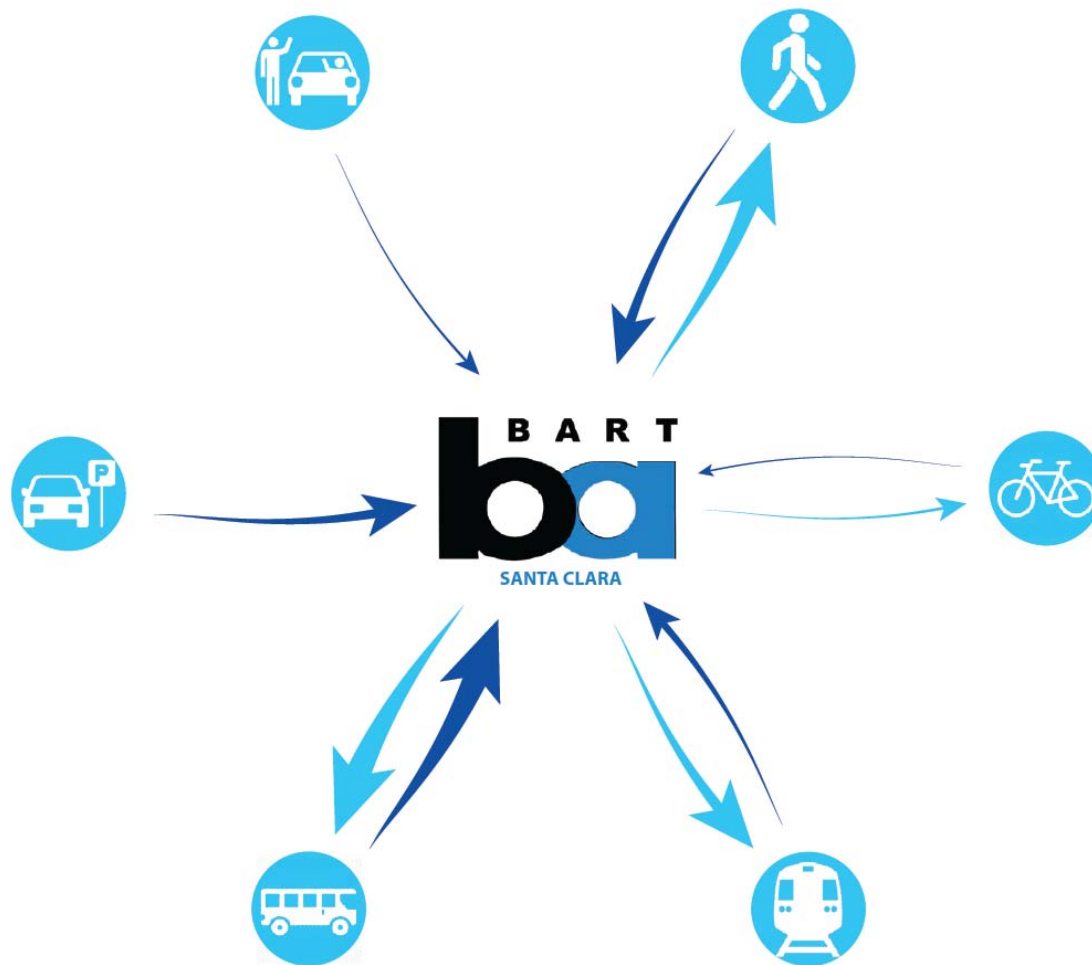
## Benefits: Mode Shift

Reduce  
dependence  
on autos  
through  
**improved  
transit  
connectivity**



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# Intermodal Connections at Santa Clara



Regional Transit  
Connectivity to:



(via Diridon Station)

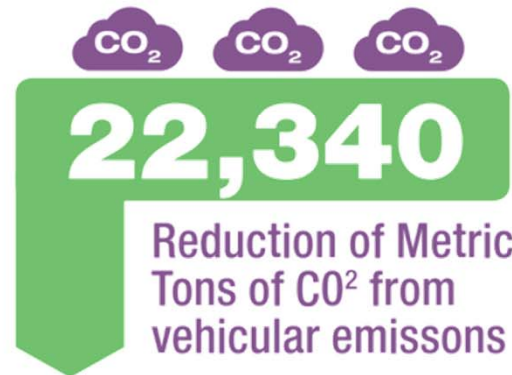
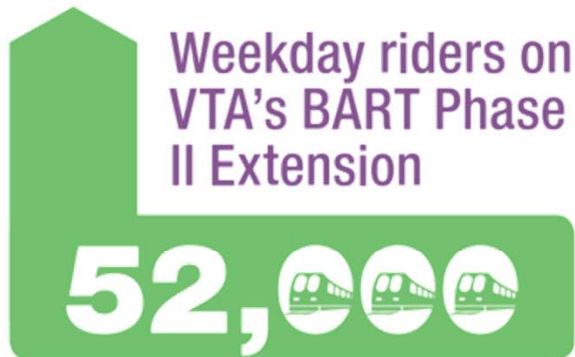


CALIFORNIA  
High-Speed Rail Authority



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## Benefits: Improved Air Quality



**Reduced congestion** through  
increased transit ridership and reduced  
Vehicle Miles Traveled





## Benefits: Economic Growth

The Project  
will **boost**  
**the**  
**economy's**  
**capacity**  
**and job**  
**growth**  
long after the  
project is  
constructed



*Photo by Sergio Ruiz for SPUR*

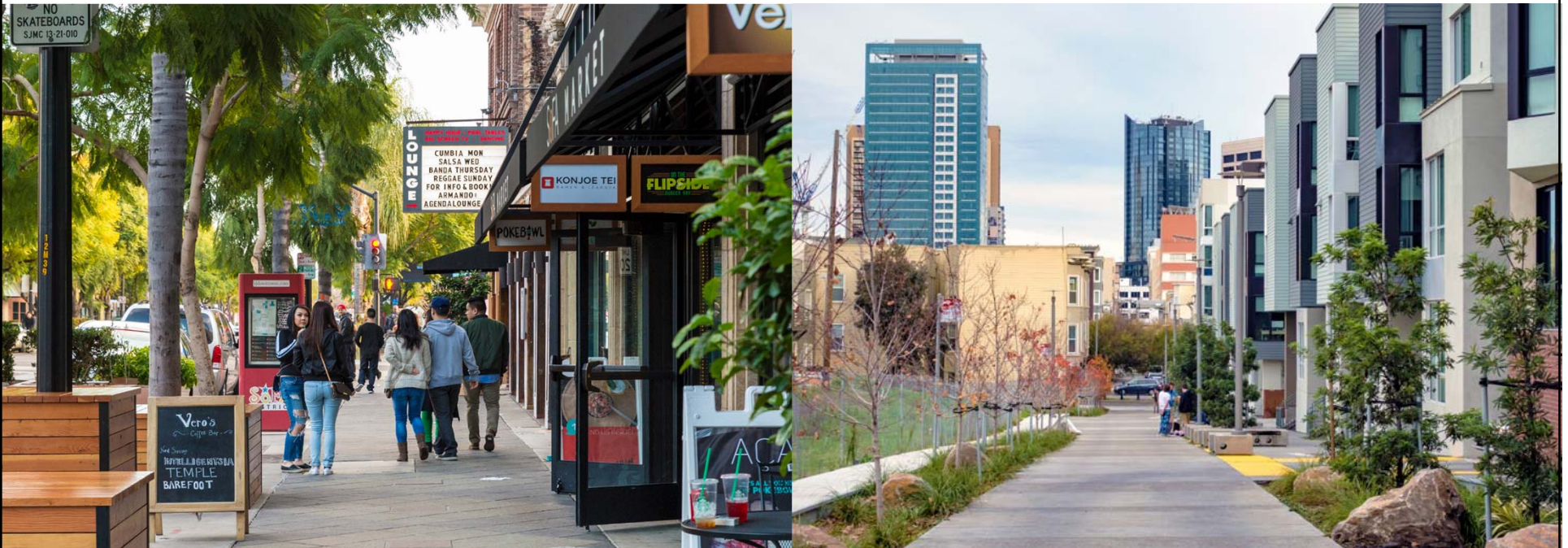


# Growing Transit Oriented Communities in Santa Clara



# TOD Defined

- Compact, pedestrian-oriented, mixed-use, mixed-income development in proximity to high-quality, multi-modal transit.





## VTA's BART Phase II Program and TOJD

- VTA environmentally cleared development on construction staging areas.
- Planning for high-density mixed use development integrated within the station area.
- Leverage Joint Development opportunities to maximize ridership, and generate long-term revenue to support operational costs.



# Summary of VTA's BART Phase II Program TOJD



**1.675 Million sq. ft.**

of new office space



**160,000 sq. ft.**

of new retail space



**500**

new housing units

**Santa Clara's BART  
Station will include up to:**

**500,000 sq. ft.**

office space

**30,000 sq. ft.**

retail space

**220 housing units**



## Why is VTA Pursuing TOD for BART Phase II?

- Generate long-term revenues for improvements & operational costs.
- Increase ridership.
- Create benefits for the community and transit riders, and catalyze private development around stations.





# TOD and Access Strategy Study

## Land Use (TOD) Strategy

- Strategies to increase investment in TOD
- Detailed implementation strategy to catalyze TOD

## Access Planning

- Multimodal access planning around stations
- Designed to meet needs of future TOD

Kick-off: January 2018

Estimated Completion:  
Spring 2019

Alum Rock/28<sup>th</sup>  
Street Station

Downtown San  
José Station

*Diridon Station  
(Separate Effort)*

Santa Clara  
Station



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# TOD and Access Strategy Study

## City of Santa Clara and VTA: An Essential Collaboration

- City staff engaged in the TAG and monthly coordination meetings
- 15-month effort to formulate a detailed strategy to maximize the TOD potential from VTA's BART Phase II
- Key element of a successful federal funding application



## TOD and Access Strategy Study-What Will it do?

- Builds Upon Existing Land Use Plans and Policies
- Develops a Strategy for Implementation
- Provides a Roadmap for “How to Get There”
  - Develop *specific* recommendations to enhance access to the stations and TODs
  - Develop *feasible and implementable* land use strategies and financing tools



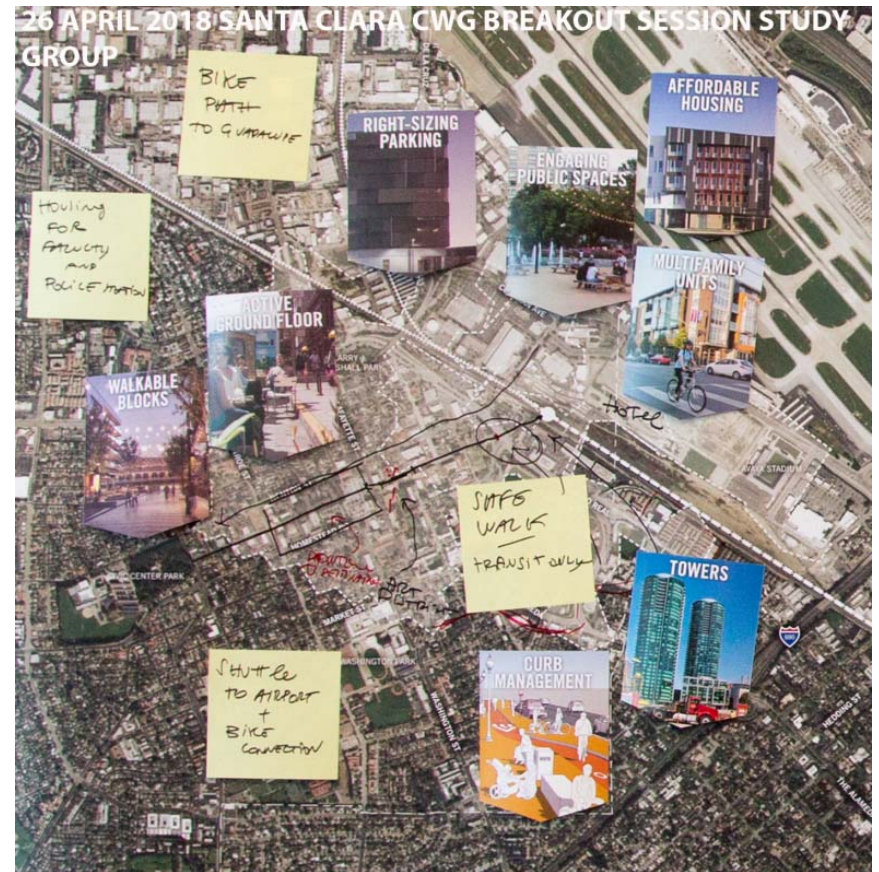


# Stakeholder Engagement

- Technical Advisory Group (TAG)
  - VTA, BART, City of San Jose, City of Santa Clara
- VTA's BART Phase II Community Working Groups
  - TOD/Access Study Workshops
- Targeted Stakeholder Engagement



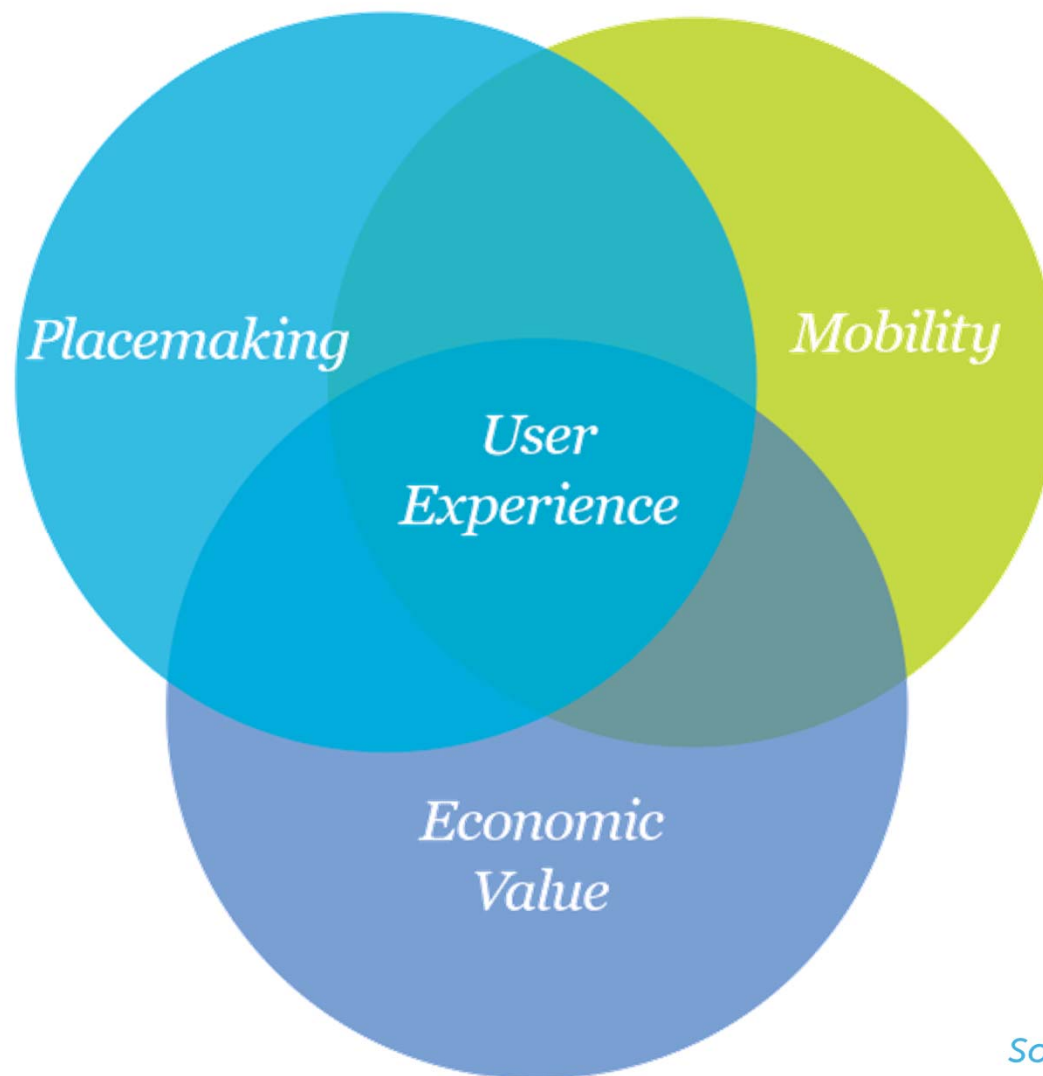
# CWG Workshops



- April – What is Good TOD?
- September – TOD Opportunities and Constraints
- November – TOD Strategies and Guidelines
- April 2019 – Final Report, Next Steps



## What Does Good TOD Offer?





# PLACEMAKING

Respond to the exiting context

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

MILL VALLEY TOWN SQUARE, MILL VALLEY /IMAGE CREDIT: ALESSIA SPIGA



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# ECONOMIC VALUE

Transit as an economic catalyst

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

FRUITVALE TRANSIT VILLAGE, OAKLAND /IMAGE CREDIT: PGAdesign



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# USER EXPERIENCE

Health and Wellbeing

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

MISSION ROCK, SAN FRANCISCO

PERKINS+WILL



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# MOBILITY

Transit as a gateway to the city

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

CANARY WHARF, LONDON / IMAGE CREDIT: N/A



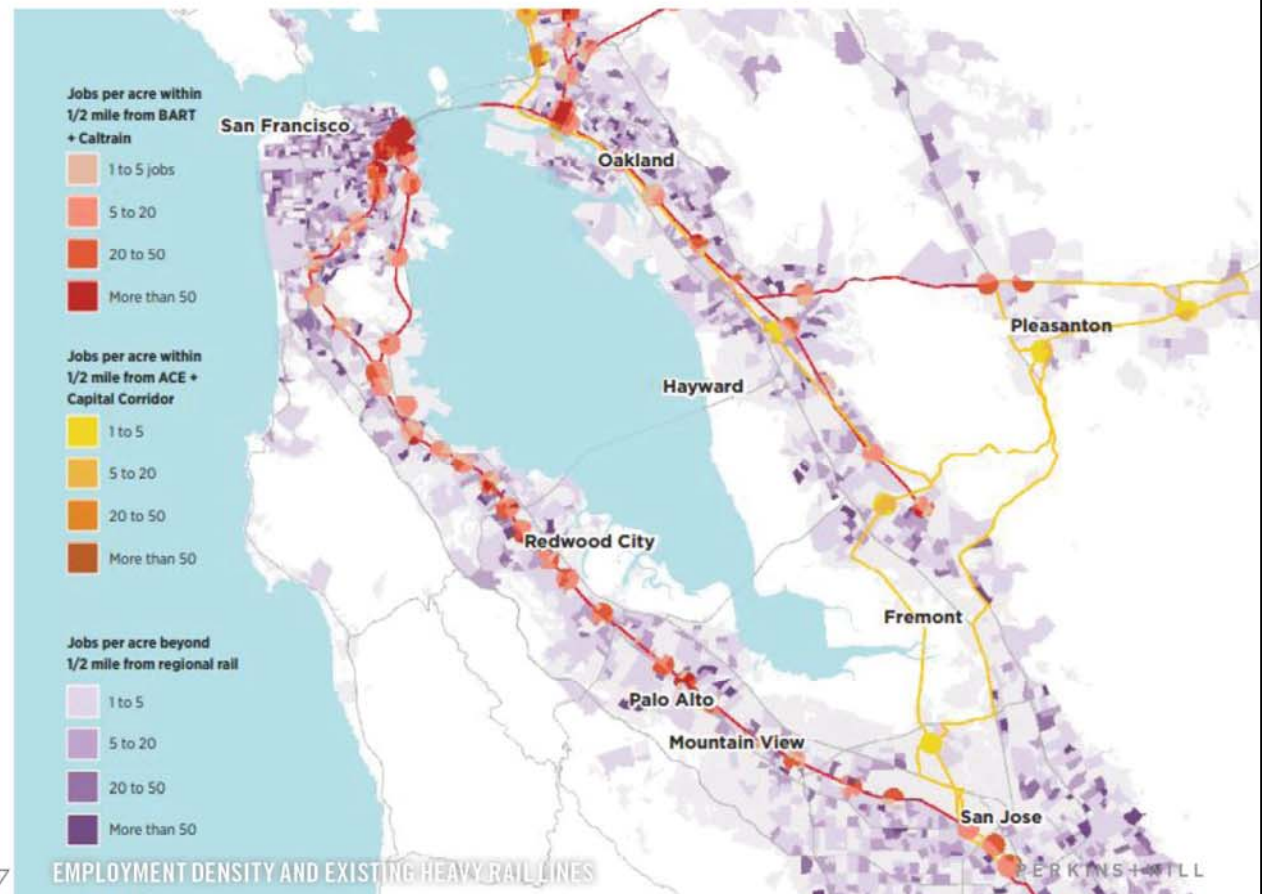
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# ACCESS TO OPPORTUNITY



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

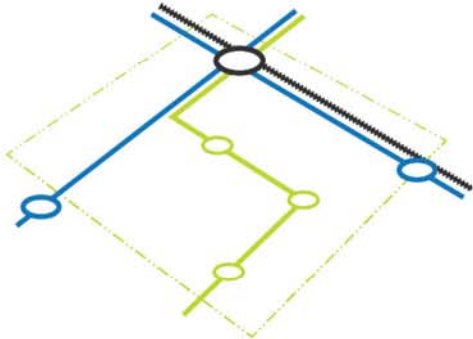
Source: SPUR, 2017



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# TRANSPORTATION OPTIONS



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



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# RIGHT-SIZING PARKING



## TYPICAL MINIMUM REQUIREMENTS

- Requirement > Average Demand
- Hide all parking costs

## 'TAILORED' MINIMUM REQUIREMENTS

- Share parking between uses
- Adjust zoning requirements

## ABOLISH MINIMUM REQUIREMENTS

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

## SET MAXIMUM REQUIREMENTS

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

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# Station Area Development



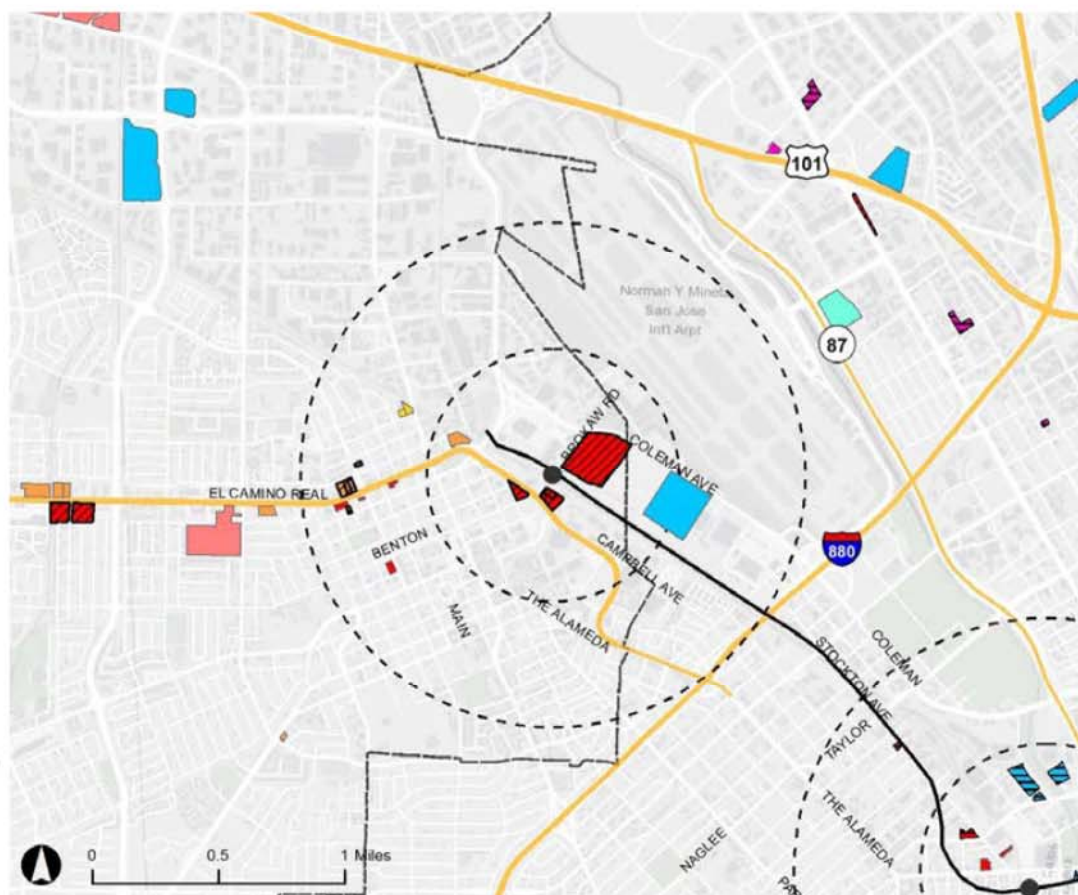


# RECENT AND PLANNED DEVELOPMENT

*Planned and proposed development projects near the station include:*

- Gateway Crossings
- Coleman Highline (SJ)
- 575 Benton St
- Caltrain Parking Lot Joint Development Project

*Significant development also occurring along El Camino Real*



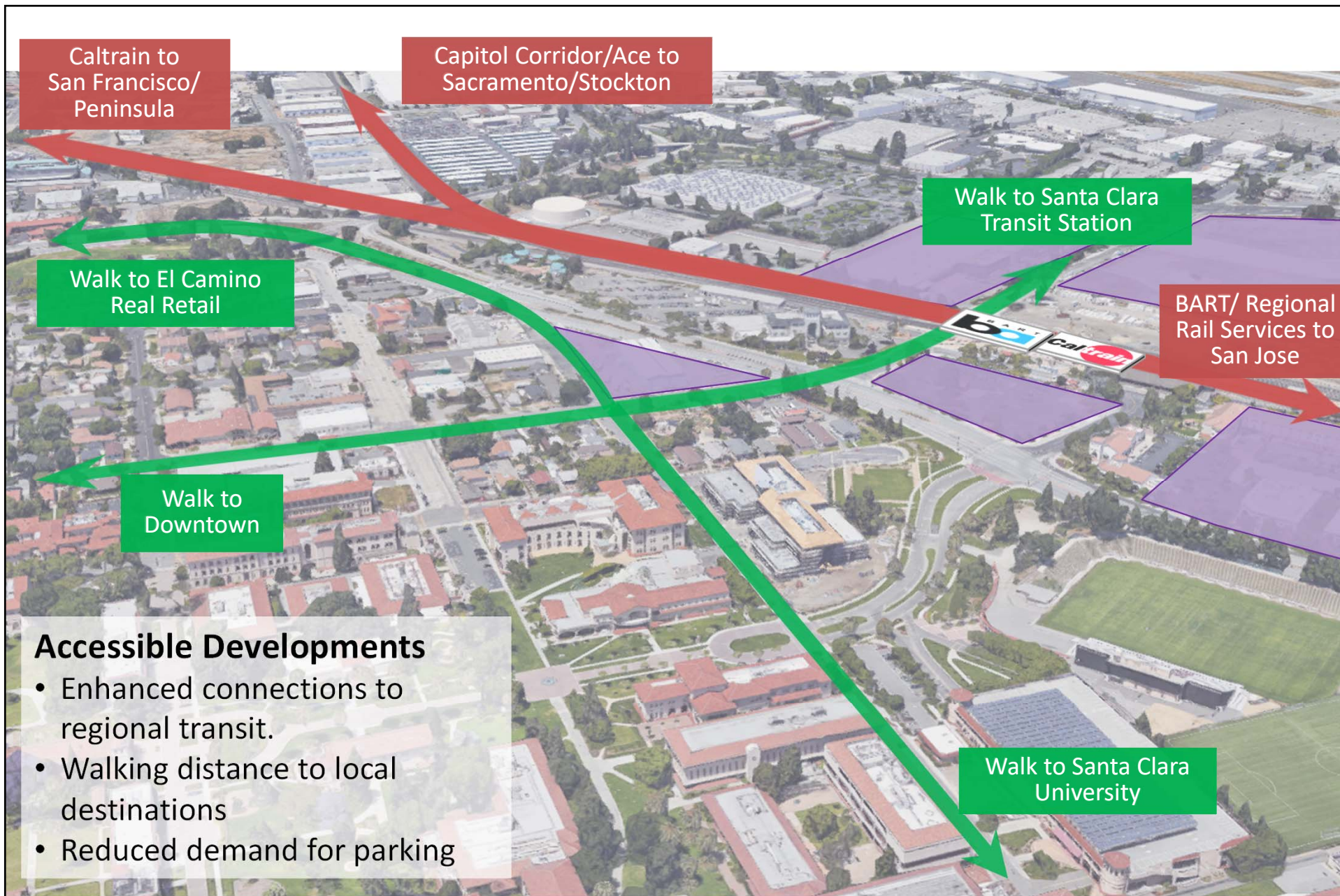


## Concentrate development/ growth around station area

- Maximizes economic benefit
- Maximizes ridership
- Encourages active transportation
- Preserves character of surrounding neighborhoods







# QUESTIONS?



THANK YOU!

