AGENDA

• Project Background
• Growing Transit Oriented Communities in Santa Clara
• Station Area Development
• Questions
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
VTA’s BART Phase II Project

LEGEND
- Phase I Alignment
- Phase II At-Grade Alignment
- Phase II Single-Bore Tunnel Alignment

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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

- **2017**: VTA Board Approved Project & Certified Final SEIR
  - April 5, 2018
- **2018**: FTA Issued Record of Decision
  - June 4, 2018
- **2019**: Receive FTA Full Funding Grant Agreement
- **2021**: BART System Testing
- **2022**: Project Construction
- **2023**: Project Construction
- **2024**: Project Construction
- **2025**: Project Construction
- **2026**: Passenger Service*

*Based on preliminary schedule for planning purposes.

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Benefits: Mode Shift

Reduce dependence on autos through improved transit connectivity.
Intermodal Connections at Santa Clara

Regional Transit Connectivity to:

- Valley Transportation Authority
- Caltrain
- ACE
- AMTRAK
- Capitol Corridor
- California High-Speed Rail Authority

(via Diridon Station)

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Benefits: Improved Air Quality

Reduced congestion through increased transit ridership and reduced Vehicle Miles Traveled
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.
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.
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/28th Street Station
Downtown San José Station
Diridon Station (Separate Effort)
Santa Clara Station
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
- Mobility
- User Experience
- Economic Value
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

Solutions that move you
• Showcase the culture and identity of local communities
• Enable a diverse mix of uses and engaging activities
• Ensure a clear and legible urban environment
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

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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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*Solutions that move you*
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
Accessible Developments

• Enhanced connections to regional transit.
• Walking distance to local destinations
• Reduced demand for parking
QUESTIONS?
THANK YOU!