

# BERRYESSA

WORKSHOP 2  
May 2<sup>nd</sup>, 2019

# BART

URBAN VILLAGE PLAN



# AGENDA

**6:00 – 6:05 pm**

**Welcome – Councilmember Diep / City of San Jose (5 min.)**

**6:05 – 7:10 pm**

**Berryessa BART Urban Village (BBUV) Presentation (1 hr., 5 min.)**

**Workshop 1 Summary – City of San Jose (15 min.)**

**Workshop 2 BBUV Concept Plans – City of San Jose / SOM (40 min.)**

**Multimodal Transp. Improvement Plan (MTIP) Update – CSJ DOT (10 min.)**

**7:10 – 7:40 pm**

**Group Discussion – Discuss the BBUV Concept Plans – All (30 min.)**

**7:40 – 8:30 pm**

**Report Back – Summary of comments from each table – All (up to 50 min.)**

**8:30 – 8:35 pm**

**Conclusion & Next Steps – City of San Jose**

# Introduction

# Notification & Outreach for Workshop 1

- 1,000 radius notification - 2,628 properties
- 4,726 total mailings
- 500 door hangers
- 10 flyers
- Website & Online engagement tool
- Social Media: Next Door, Facebook, Twitter

# Workshop 1

- ~100 community members
- ~40 staff, agency partners, and stakeholders
- 10 tables for group discussion
- 1 design exercise



# SUMMARY WORKSHOP 1

# Workshop 1 – Summary Highlights

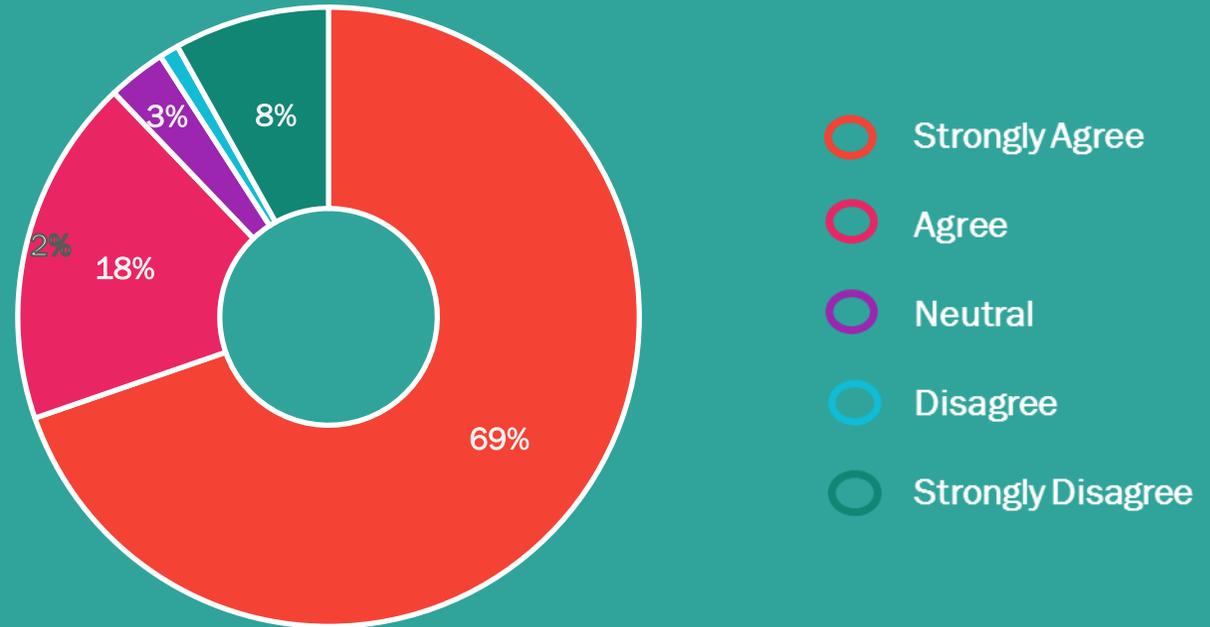
- Ensure regional connectivity while preserving and enhancing the unique open space corridors (Penitencia and Coyote Creeks)
- Provide blocks with mid-rise buildings and minimize high-rise buildings—preserve neighborhood character
- Provide taller buildings nearby BART, industrial areas, or roadways
- Foster mixed-use development, with retail services on first floor
- Provide sufficient parks, green spaces, green rooftops / gardens

# Online Engagement Summary

- People voted on an online survey
- Survey involved ten “**Value Statements**” or questions to the community of what is important in the area
- 171 people took the survey, 93 provided comments
- Open November 8 – December 10, 2018.
- Summary is posted on the BBUV website
- Community input was processed and tabulated based on a **voting scale**

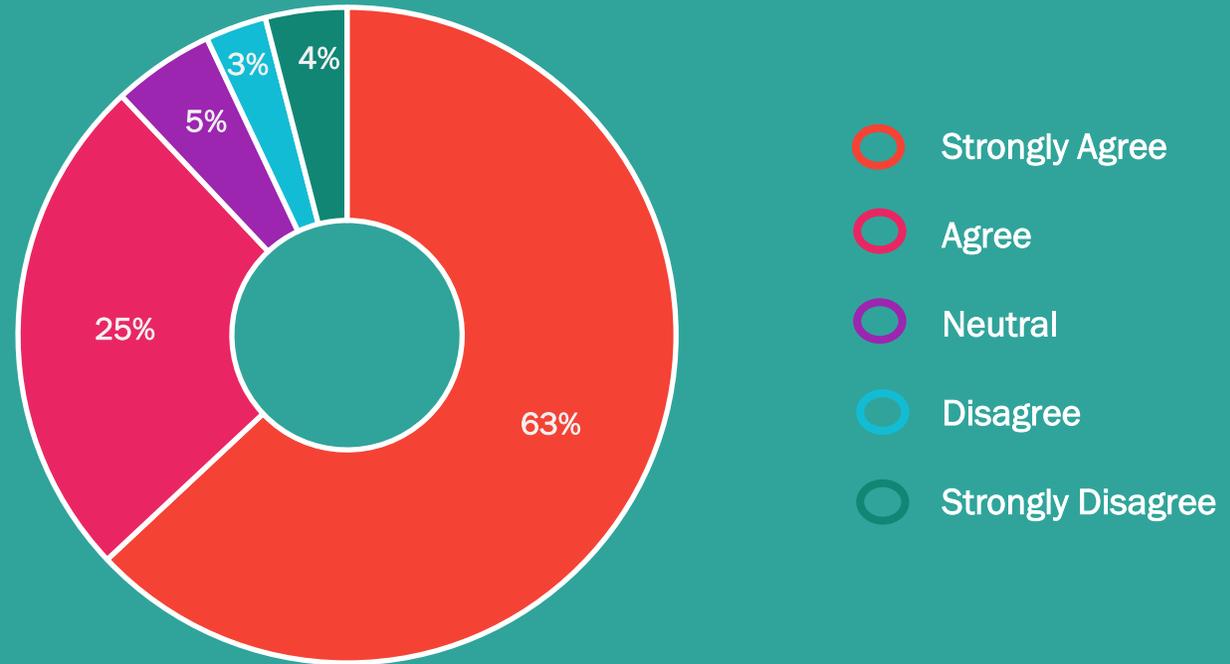
# Circulation & Accessibility

*“The BBUV should connect existing and new residential areas to the BART station, creeks, and commercial development through safe, convenient, and pleasant public spaces”*



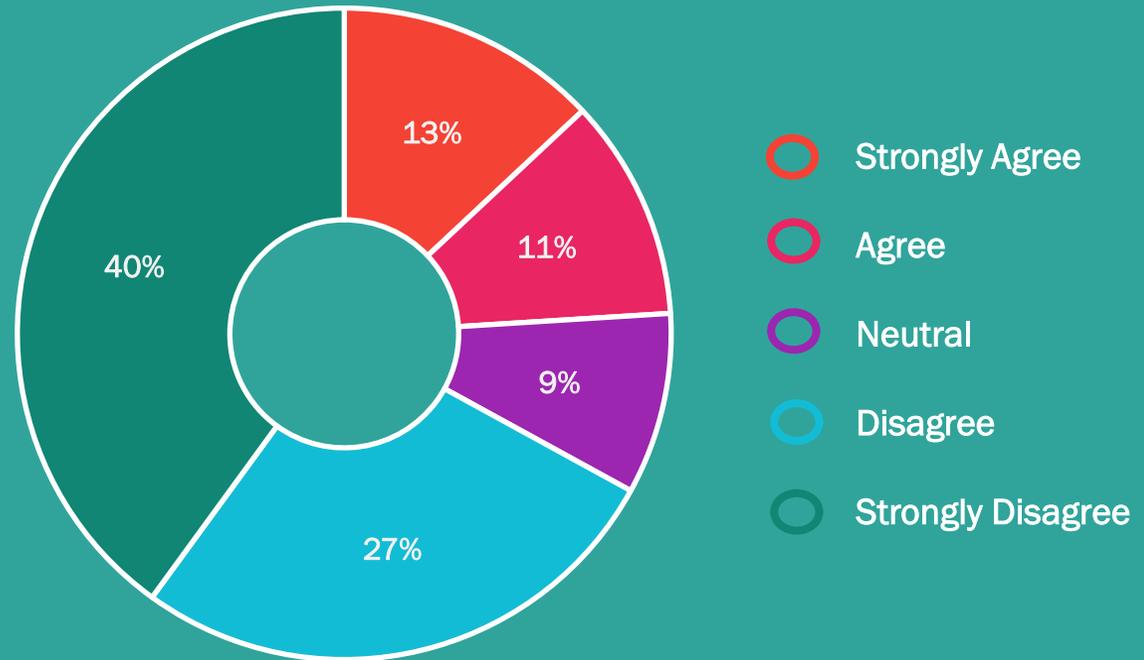
# Transportation – Alternatives modes

*“The BBUV should prioritize walking/biking/public transit/other modes of transportation so people feel healthier and more connected while being less dependent on cars”*



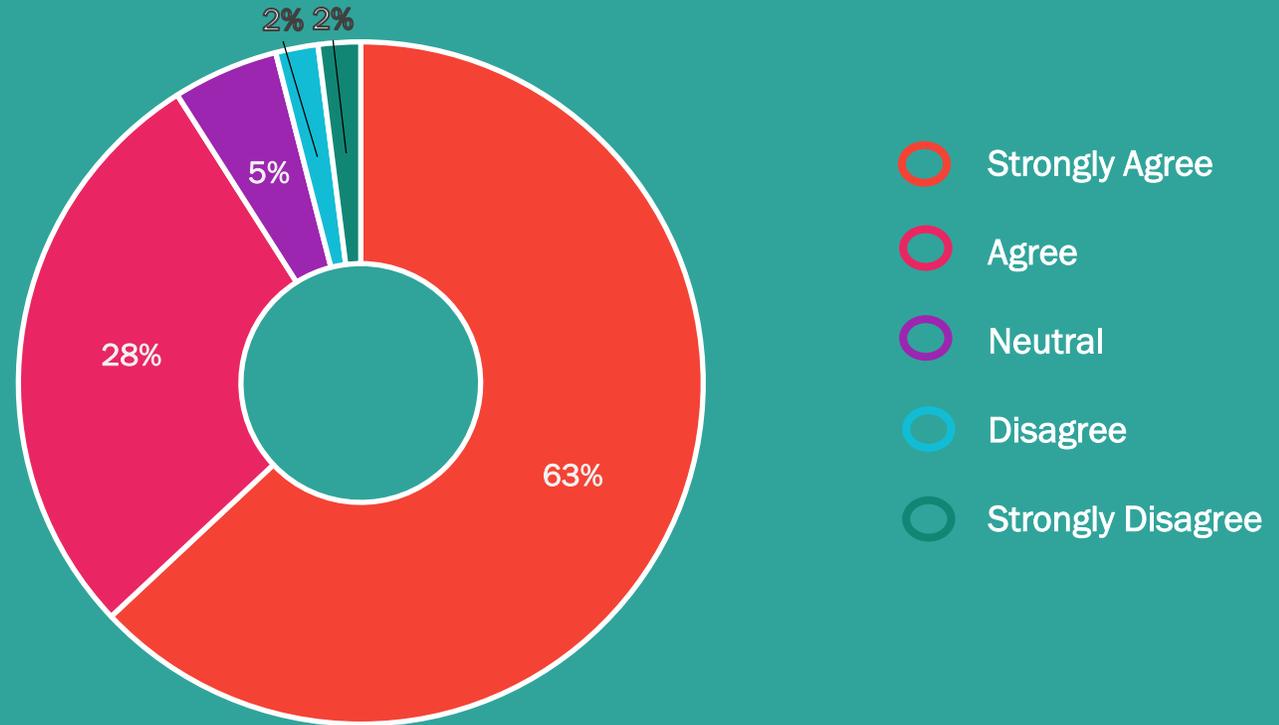
# Transportation & Parking

*“The BBUV should prioritize parking & driving, so it’s easy to drive through it quickly, even if there is less room for public spaces, & peds/bikers will find it harder to travel safely & conveniently”*



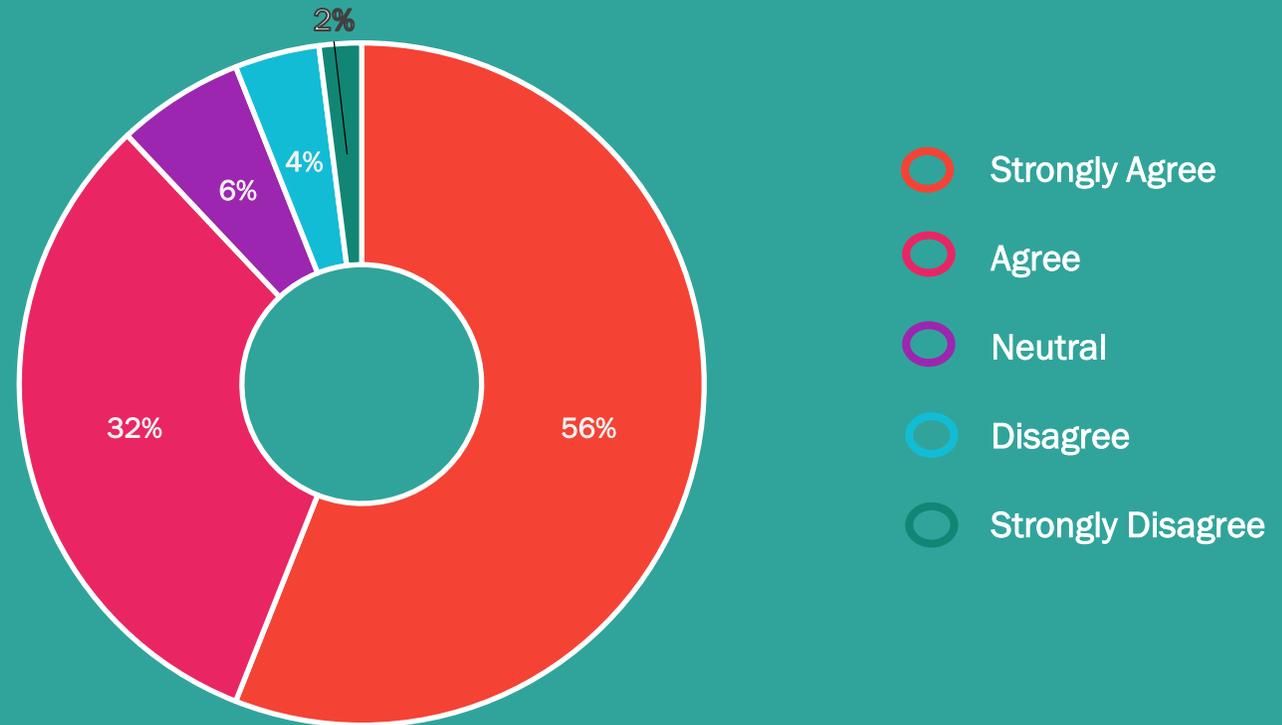
# Open Space - Accessibility

*“The BBUV should protect & preserve ecosystems along Penitencia & Coyote Creeks, while increasing access to local & regional trail systems”*



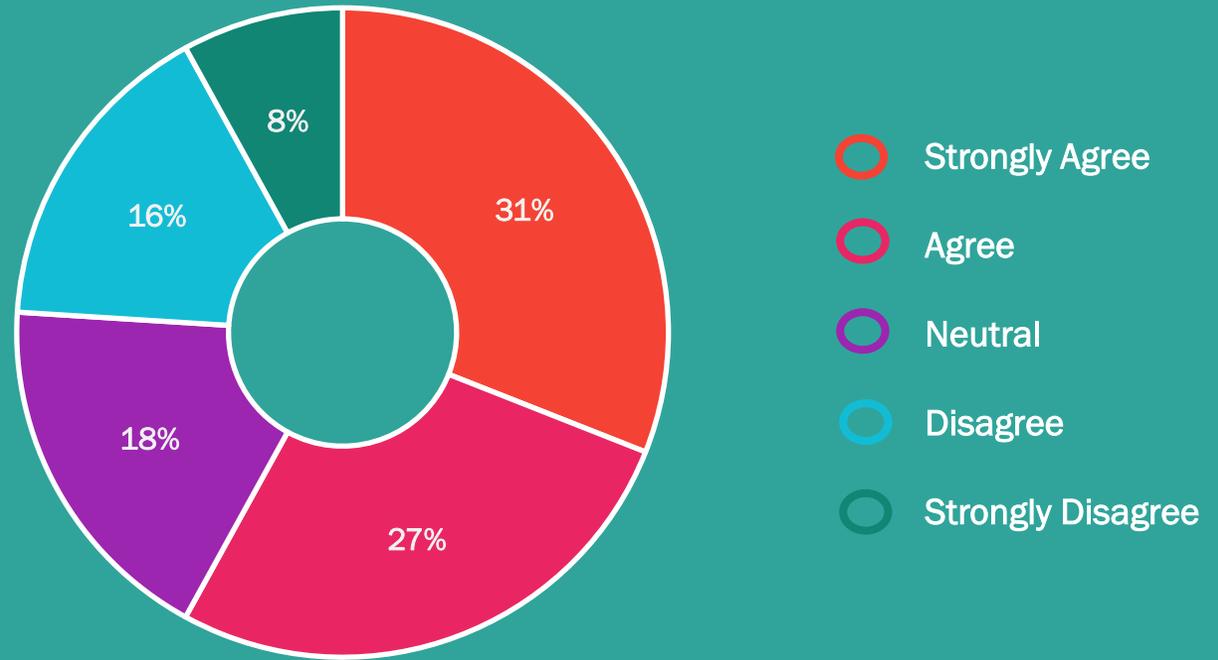
# Land uses – Mixing or Separating Uses

*“The BBUV should prioritize mixing residential & commercial developments to make it easier for people to live, work, & find services close by”*



# Land uses - Location

*“The BBUV should prioritize commercial buildings near the BART station & residences further away, so BART commuters don’t need to walk through the residential areas”*



# Vision and Guiding Principles

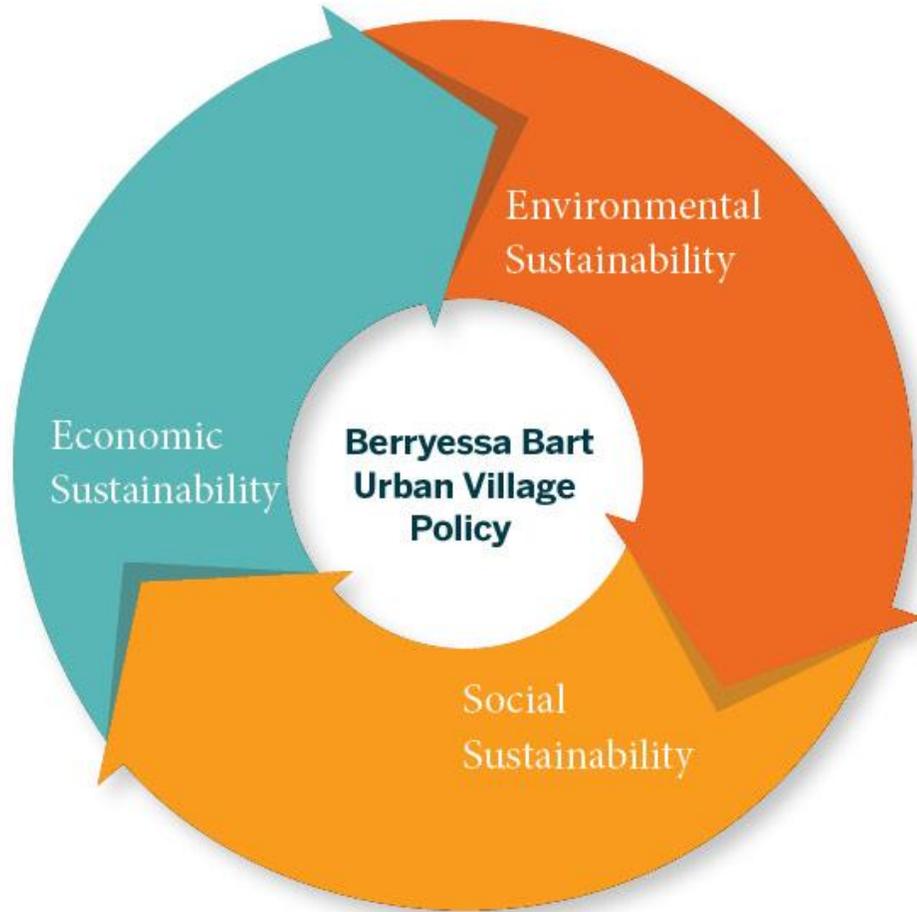
# Vision

This is year 2040, the Berryessa Urban Village is ...

An **innovation district** attractive for people and business, with many green spaces and recreational opportunities along the creeks, **interconnected** network of pedestrian path, pleasant to bike around, with easy access to public transit. It provides much needed **housing and jobs near a transit innovation district**, while respecting existing residential neighborhoods. People live and work closer together in a vibrant district with placemaking elements designed **for people**.



# Guiding Principles



**The Berryessa BART Urban Village Plan is the result of extensive community engagement and participation. Five guiding principles shape the future of the Plan area. These principles emerged from three community workshops and two online surveys. The Plan's goals, policies, guidelines, and implementation actions are informed by the "Vision Statement" and "Guiding Principles." Together, these elements represent the community's preferred future development and transformation of the Berryessa BART Urban Village.**

# Guiding Principles

# 1

## PRINCIPLE 1

### Prioritize Connectivity and Accessibility

Prioritize the connection of the new residential areas with existing residential areas, free circulation within commercial areas around the BART station, and connectivity from open space and creeks to all other areas. Accessibility to transit will be imperative—all neighborhoods should have clear access to the BART station through safe, convenient, and pleasant public spaces that make it easy to move throughout the village with or without a car.



# 2

## PRINCIPLE 2

### Foster Alternative Forms of Transportation

Land use and urban form polices will prioritize alternative forms of transportation and human-scale environments. This means attractive streetscapes with places for people to connect, prioritizing travel through walking, cycling, public transit, and other modes of transportation, not just the car.



# 3

## PRINCIPLE 3

### Sustainability as an Overarching Principle

Geared to help implement San José's Climate Smart Plan, the Berryessa BART Urban Village will focus on sustainability as an overarching principle to inform the various policies, goals, and standards. New developments will follow Best Practices in energy, water, waste, and construction methods. Improvements in existing neighborhoods will focus on aligning with the future sustainability standards elsewhere in the Urban Village.



# 4

## PRINCIPLE 4

### Open Space Enhancement and Protection

Environmental sustainability will enhance policies for open space enhancement and preservation. Penitencia and Coyote Creeks are a significant part of the landscape of the urban village. They provide ecosystem services and opportunities for connectivity and open space. Development through the urban village should enhance, protect, and preserve the habitat along the creeks, while increasing access to local & regional trail systems.



# 5

## PRINCIPLE 5

### A Mixed-use, Mixed-income Urban Village

New as well as existing residential and employment land use will converge in the Urban Village, both benefiting from proximity to the BART Station. To enhance pedestrian-oriented design and urban design, the plan will prioritize mixing residential and commercial developments, rather than isolating uses to specific areas within the urban village. This makes it easier for people to live, work, & find services close by. A mixed income community with housing opportunities for everyone will enrich the overall character of the area.



# Capacity Scenarios

# Berryessa BART Urban Village

SAN JOSE GENERAL PLAN 2040  
CAPACITIES



**4,800**  
HOUSING UNITS



**6,700,000** SQFT  
COMMERCIAL AND OFFICE



**22,000**  
JOBS

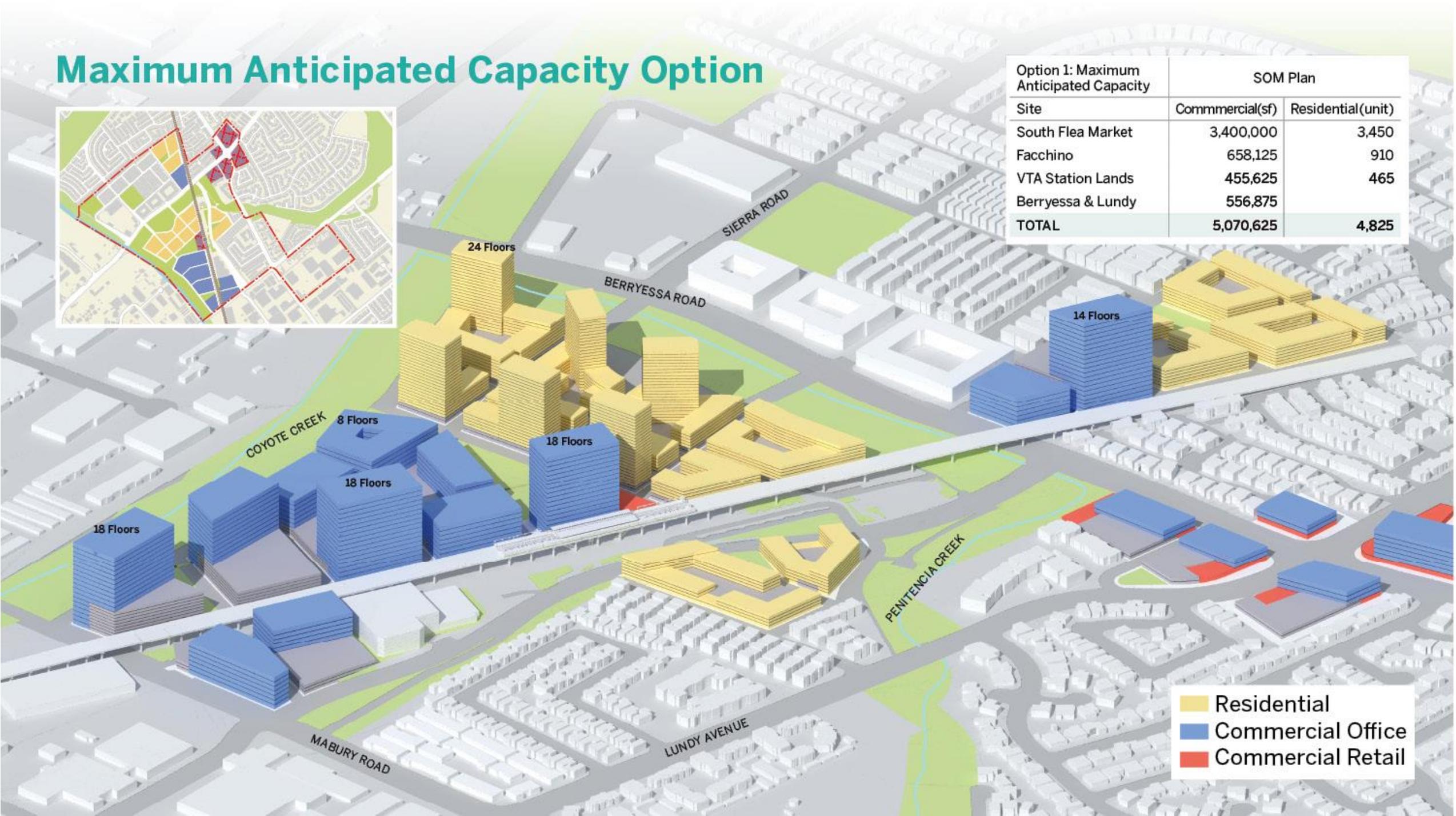
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# Maximum Anticipated Capacity Option



Option 1: Maximum Anticipated Capacity	SOM Plan	
	Commercial(sf)	Residential(unit)
South Flea Market	3,400,000	3,450
Facchino	658,125	910
VTA Station Lands	455,625	465
Berryessa & Lundy	556,875	
<b>TOTAL</b>	<b>5,070,625</b>	<b>4,825</b>



- Residential
- Commercial Office
- Commercial Retail

# Balanced Capacity Option

Option 2: Balanced Capacity	SOM Plan	
	Commercial(sf)	Residential(unit)
South Flea Market	3,000,000	3,000
Facchino	340,000	820
VTA Station Lands	707,500	570
Berryessa & Lundy	130,000	710
<b>TOTAL</b>	<b>4,177,500</b>	<b>5,100</b>

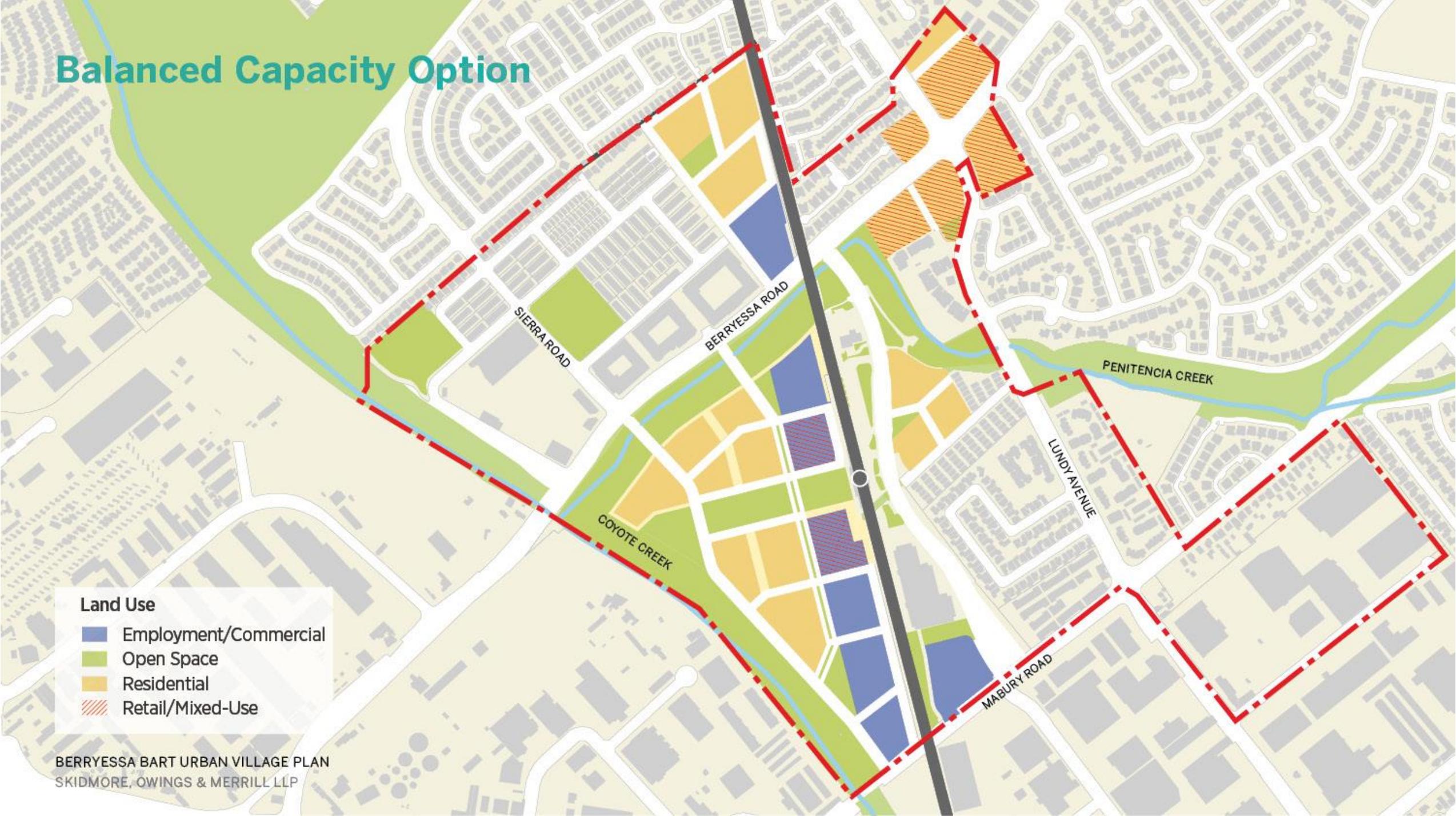


- Residential
- Commercial Office
- Commercial Retail

# Balanced Capacity Option



# Balanced Capacity Option



### Land Use

- Employment/Commercial
- Open Space
- Residential
- Retail/Mixed-Use

# Berryessa BART Urban Village

## BERRYESSA BART URBAN VILLAGE CAPACITY RECOMMENDATION

 **5,100**  
HOUSING UNITS

 **4,200,000** SQFT  
COMMERCIAL AND OFFICE

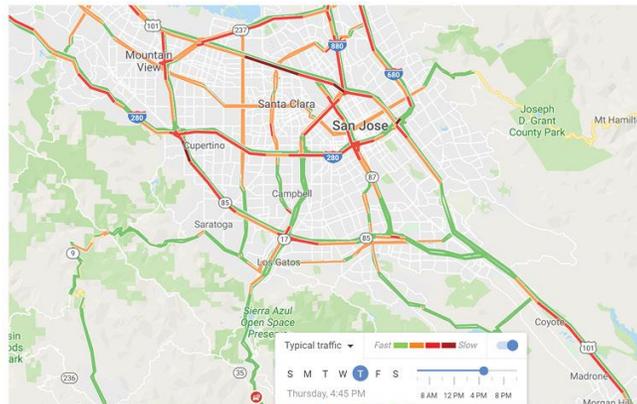
 **14,000**  
JOBS

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# Berryessa BART Urban Village

- More housing at transit node
- Housing opportunities for everyone, including families, singles and seniors



# Urban Form Concept - Residential

LOW-RISE RESIDENTIAL

MID-RISE RESIDENTIAL

HIGH-RISE RESIDENTIAL



GREAT VIEWS TO THE COYOTE CREEK

COMPACT AND VIBRANT COMMUNITY

BUILDING STEPPED DOWN RESPECTING THE SURROUNDING CONTEXT

GREAT VIEWS TO THE CREEK

BUILDING STEPPED DOWN RESPECTING THE SURROUNDING CONTEXT

- Low-Rise Residential
- Mid-Rise Residential
- High-Rise Residential



COYOTE CREEK

SIERRA ROAD

BERRYESSA ROAD

PENITENCIA CREEK

MABURY ROAD

LUNDY AVENUE

We need to create business and job opportunities as well as the tax base to support the community and public amenities for the district.



# Urban Form Concept - Commercial

MID-RISE OFFICE BUILDINGS

OFFICE TOWERS +15 FLOORS

GROUND FLOOR RETAIL



SIERRA ROAD

HIGH DENSITY OFFICE BUILDINGS ALONG THE BERRYESSA ROAD

BERRYESSA ROAD

GROUND FLOOR RETAIL AS LOCAL SHOPPING DESTINATION

GROUND FLOOR RETAIL NEXT TO BERRYESSA BART STATION

COYOTE CREEK

TRANSIT ORIENTED DEVELOPMENT AROUND BERRYESSA BART STATION

PENITENCIA CREEK

MABURY ROAD GATEWAY OFFICES

LUNDY AVENUE

MABURY ROAD

- Ground-Floor Retail
- Office Buildings
- Office Towers (+15 floors)

# Open Space System

- Open Space**
-  Creek Open Space
-  Public Park
-  Greenway
-  Private Open Space / Roof Garden
-  Recommended Bike Lanes for the Flea Market Site
-  Existing Regional Trails / Bike Lanes
-  Planned Regional Trails / Bike Lanes
-  Promenade / Pedestrian Linkage

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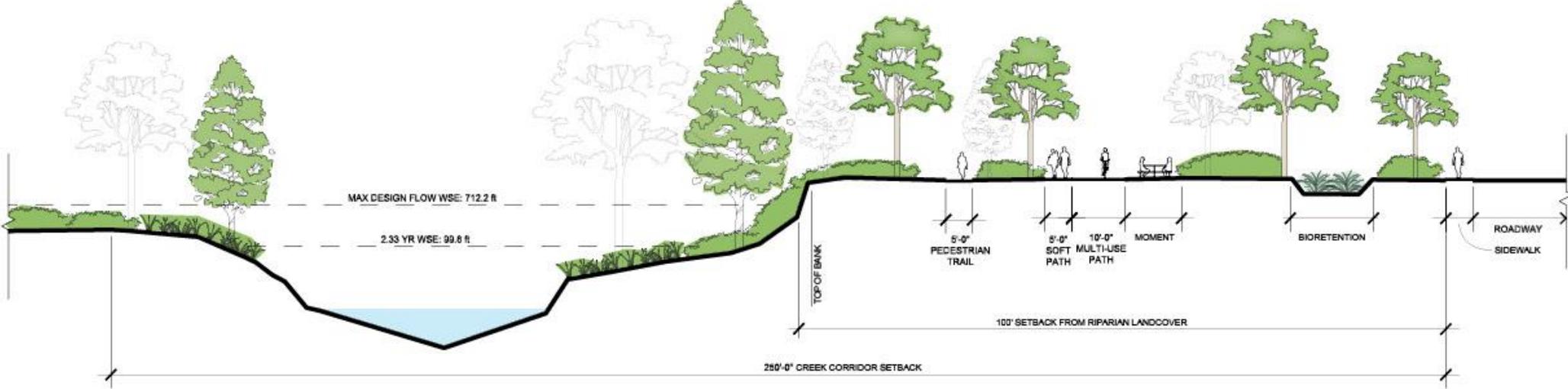
# Open Space: Placemaking

- 1 BART PLAZA
- 2 FLEXIBLE PERFORMANCE STAGE
- 3 GROVE WITH POP-UP RETAIL
- 4 GARDEN PLAZA
- 5 URBAN GARDEN
- 6 ENTRY PLAZA
- 7 COMMUNITY GARDEN WITH PLAY AREA
- 8 MOMENT: OVERLOOK
- 9 RECREATION AREA
- 10 MINI BASEBALL FIELD (FOR KIDS)
- 11 MOMENT: AMPHITHEATER
- 12 MOMENT: PICNIC AREA
- 13 ROOF GARDEN
- 14 BLOOMING CREEK WALK
- 15 PEDESTRIAN BRIDGE
- 16 MULTI-USE PATH

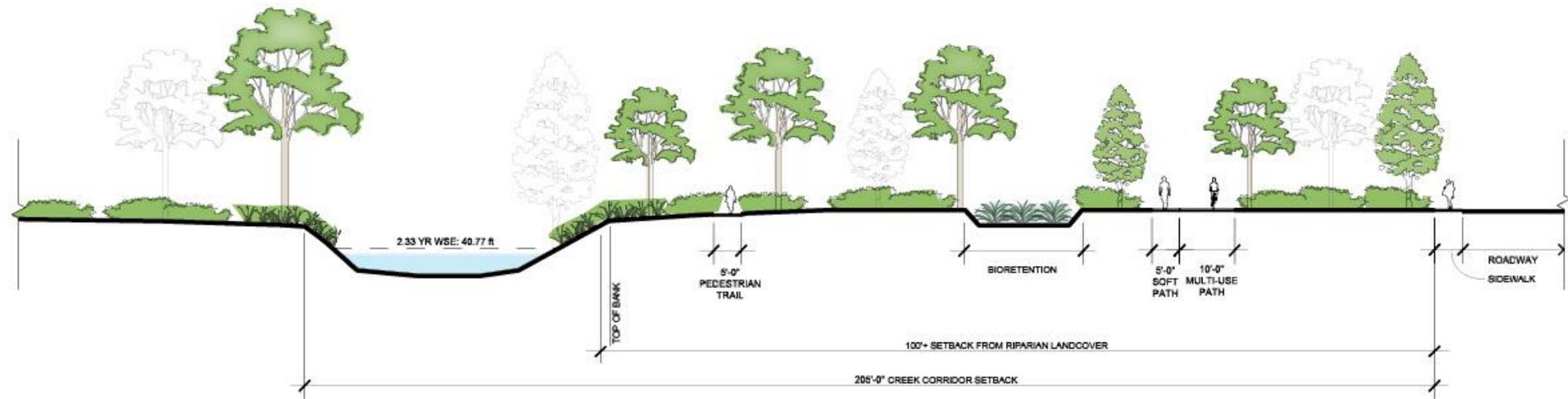
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# Coyote Creek



# Upper Penitencia Creek



# Open Space Park

BLOOMING CREEK WALK



MULTI-USE PATH



PLAYGROUND



BART PLAZA

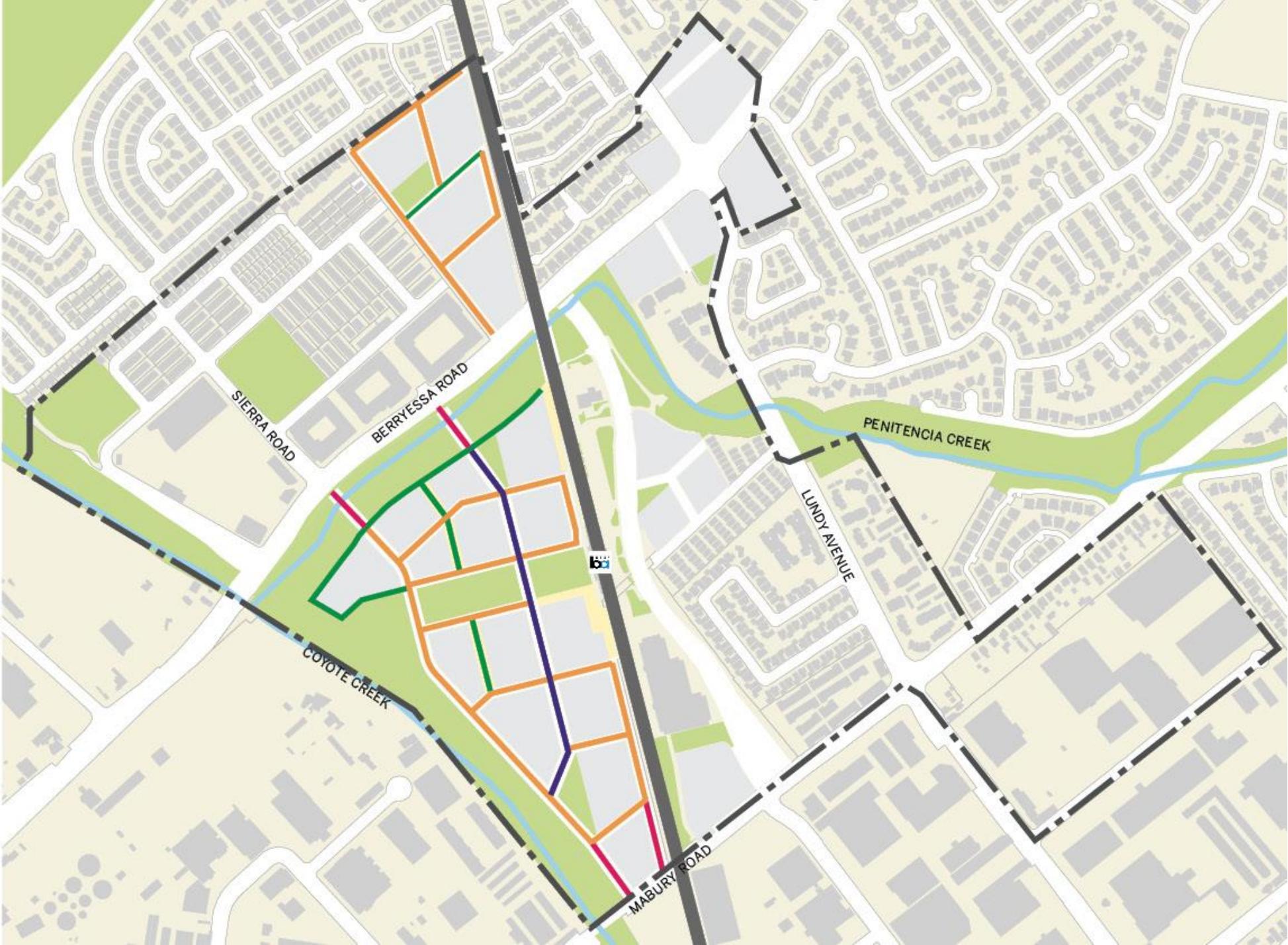


FLEXIBLE PERFORMANCE STAGE



BERRYESSA ROAD  
PENITENCIA CREEK  
COYOTE CREEK

# Street Network



**Road Network**

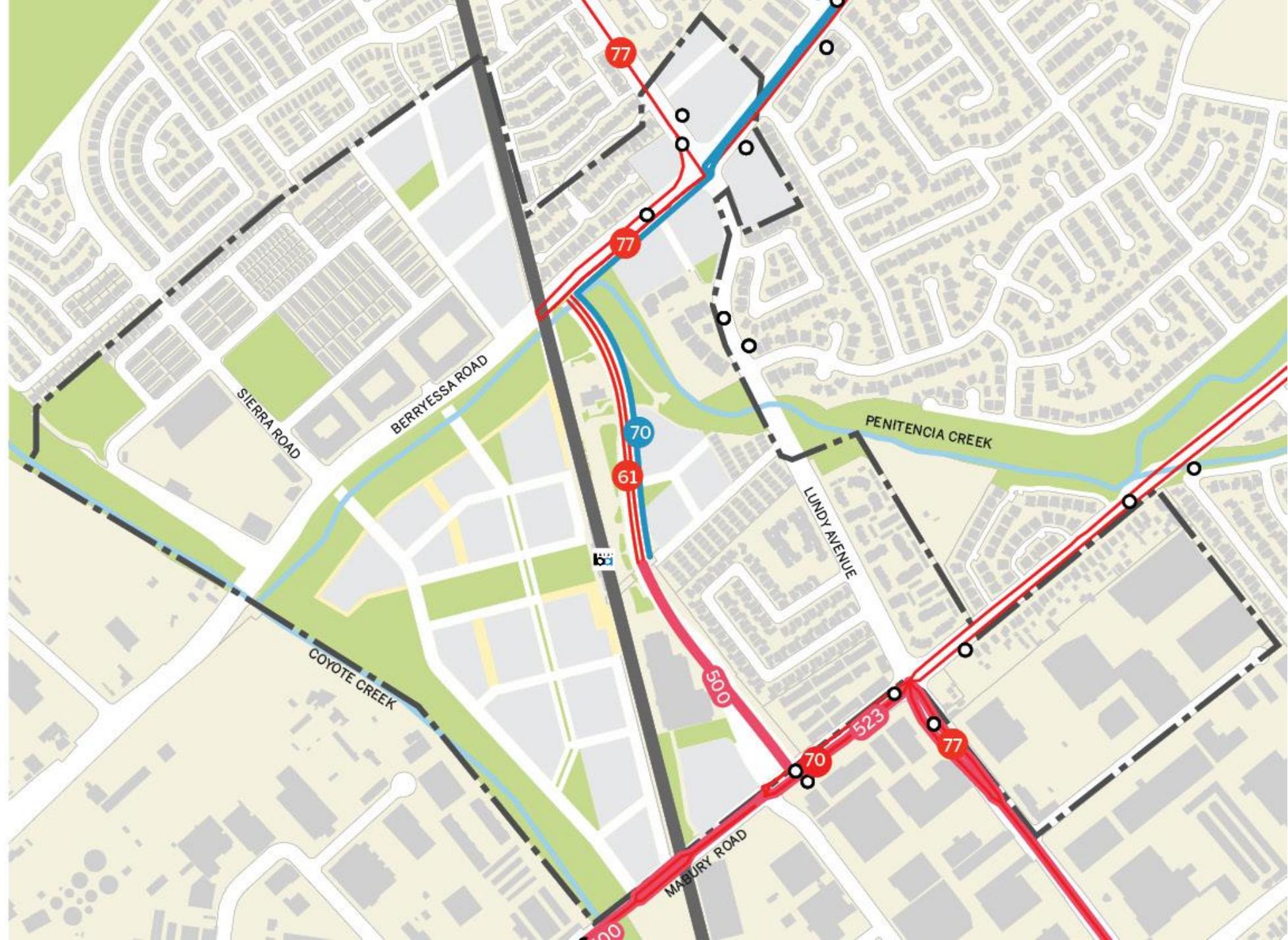
- Local Street
- Connector Street
- Green Way
- Pedestrian Priority Street

# 2019 New Transit Plan

## 2019 New Transit Plan

- Next Network Bus Stop
- Rapid: Every 15 minutes or better and limited stops
- Every 15 minutes or better
- Every 30 Minutes

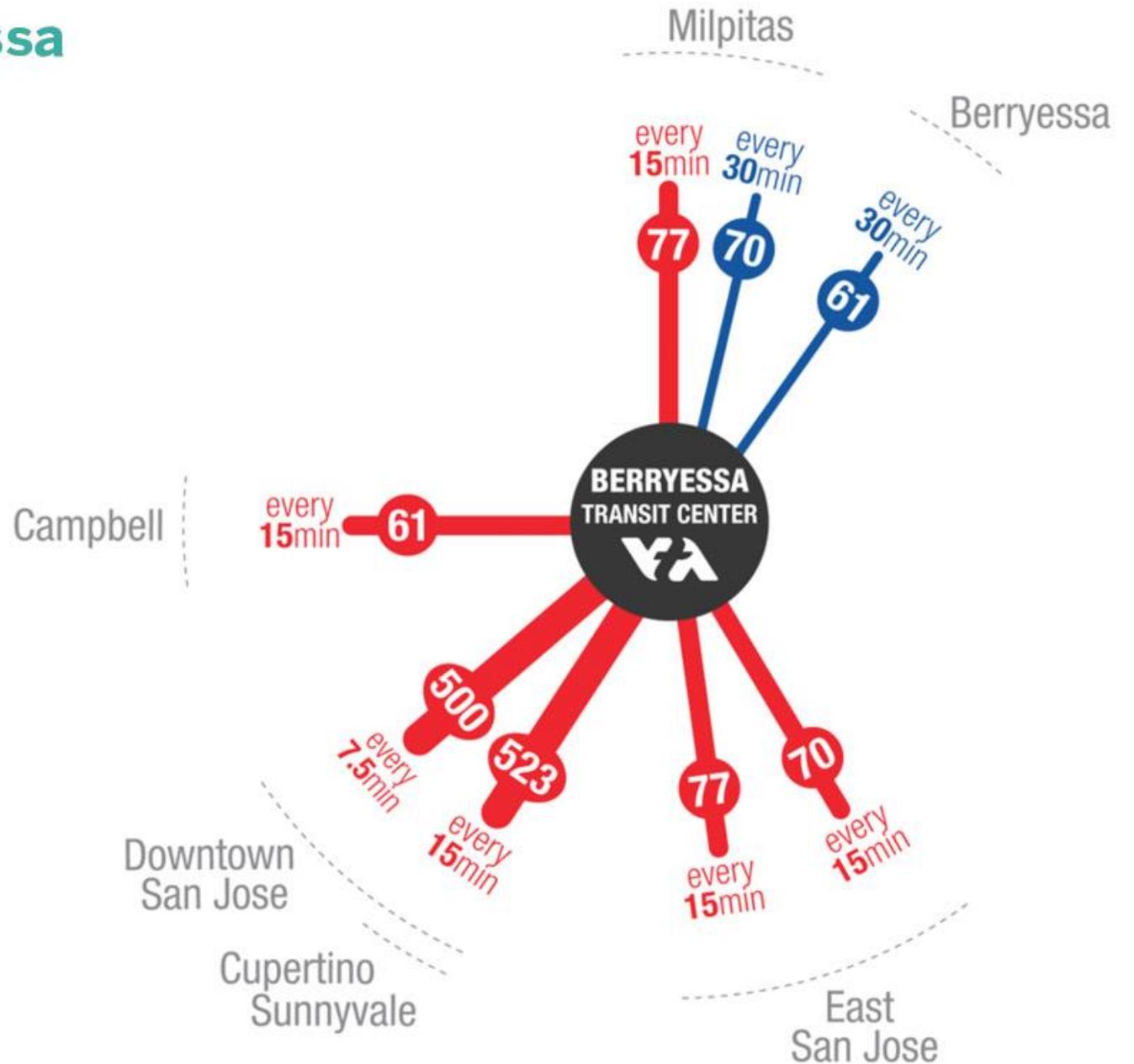
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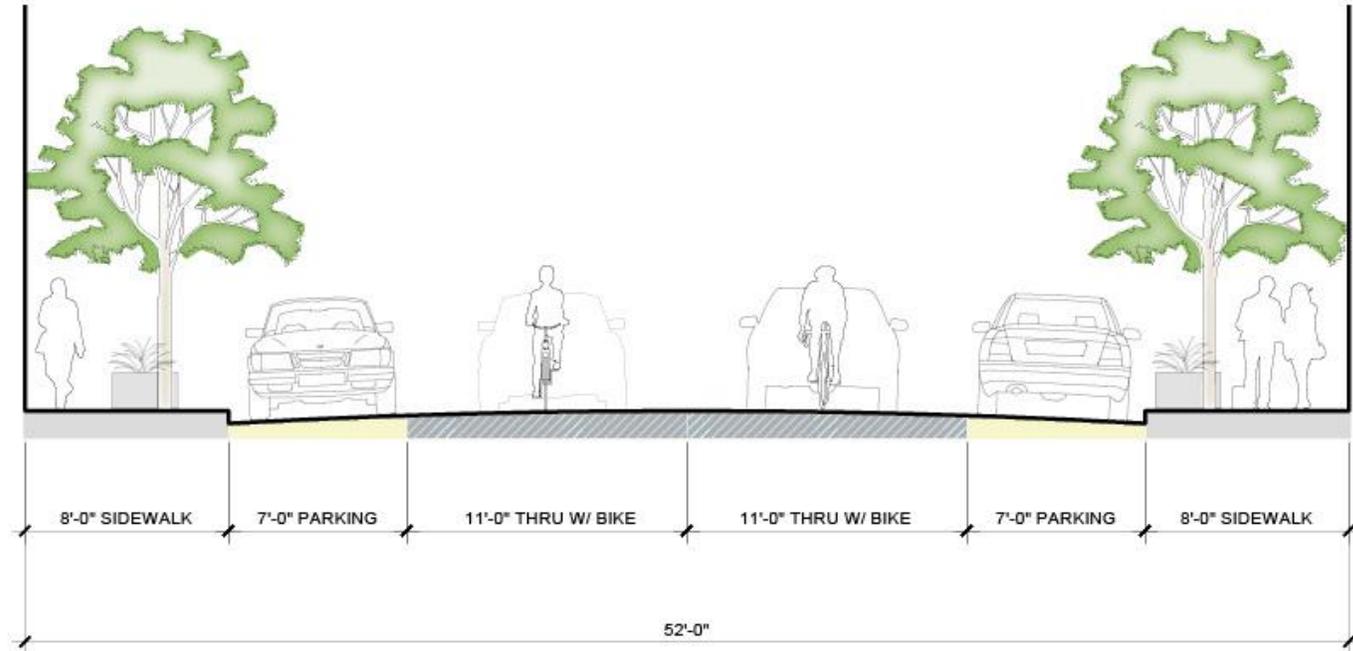
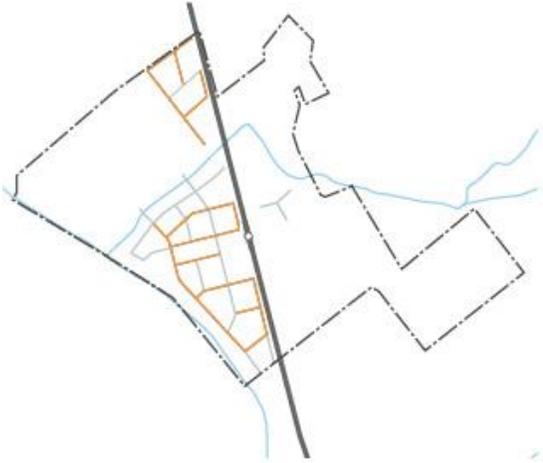
# Local Transit Service at Berryessa

# 32

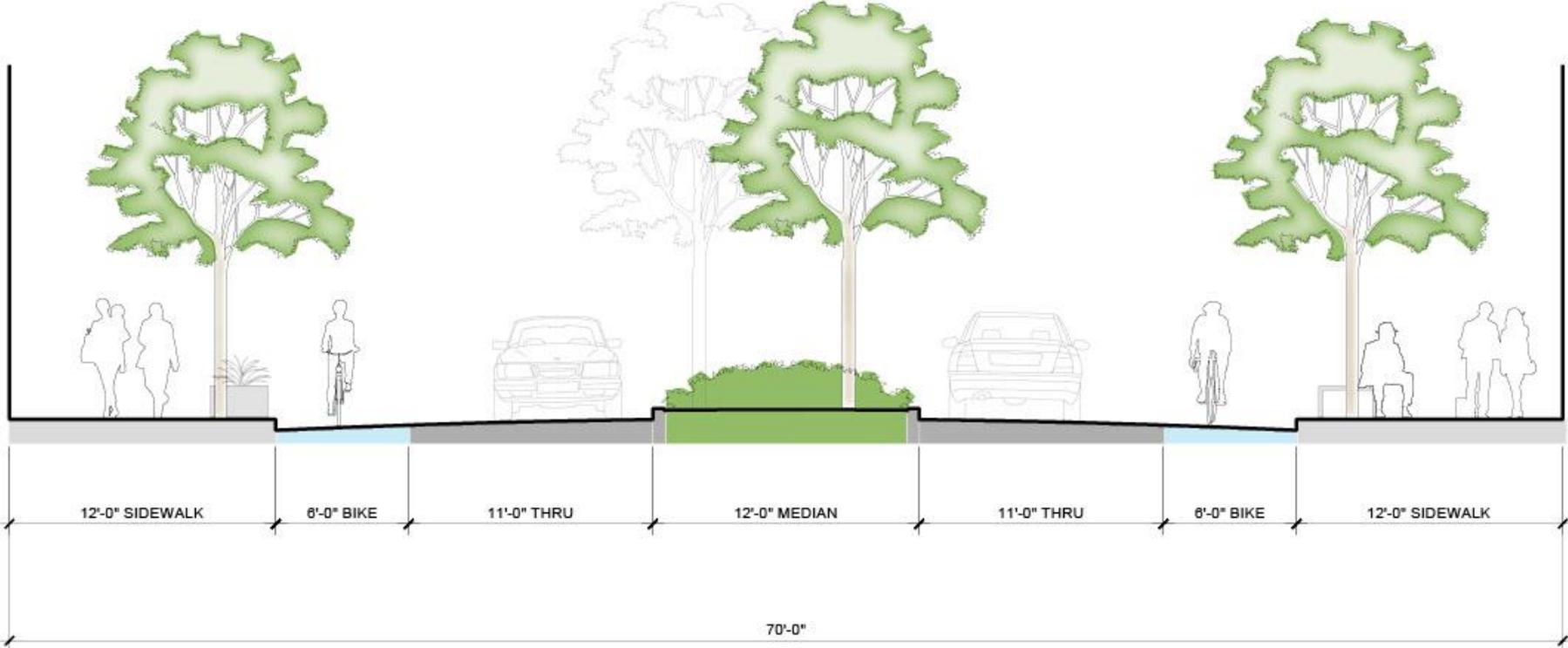
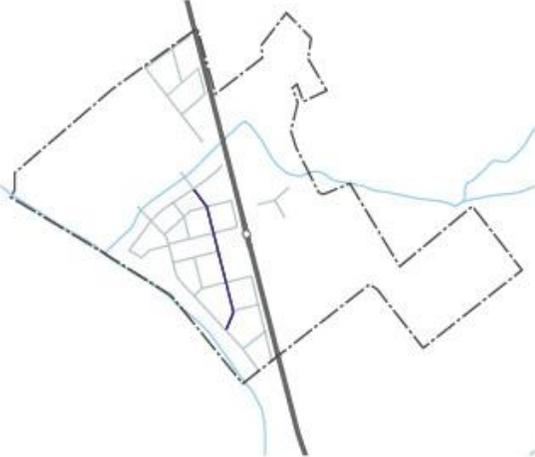
Buses will depart Berryessa per hour



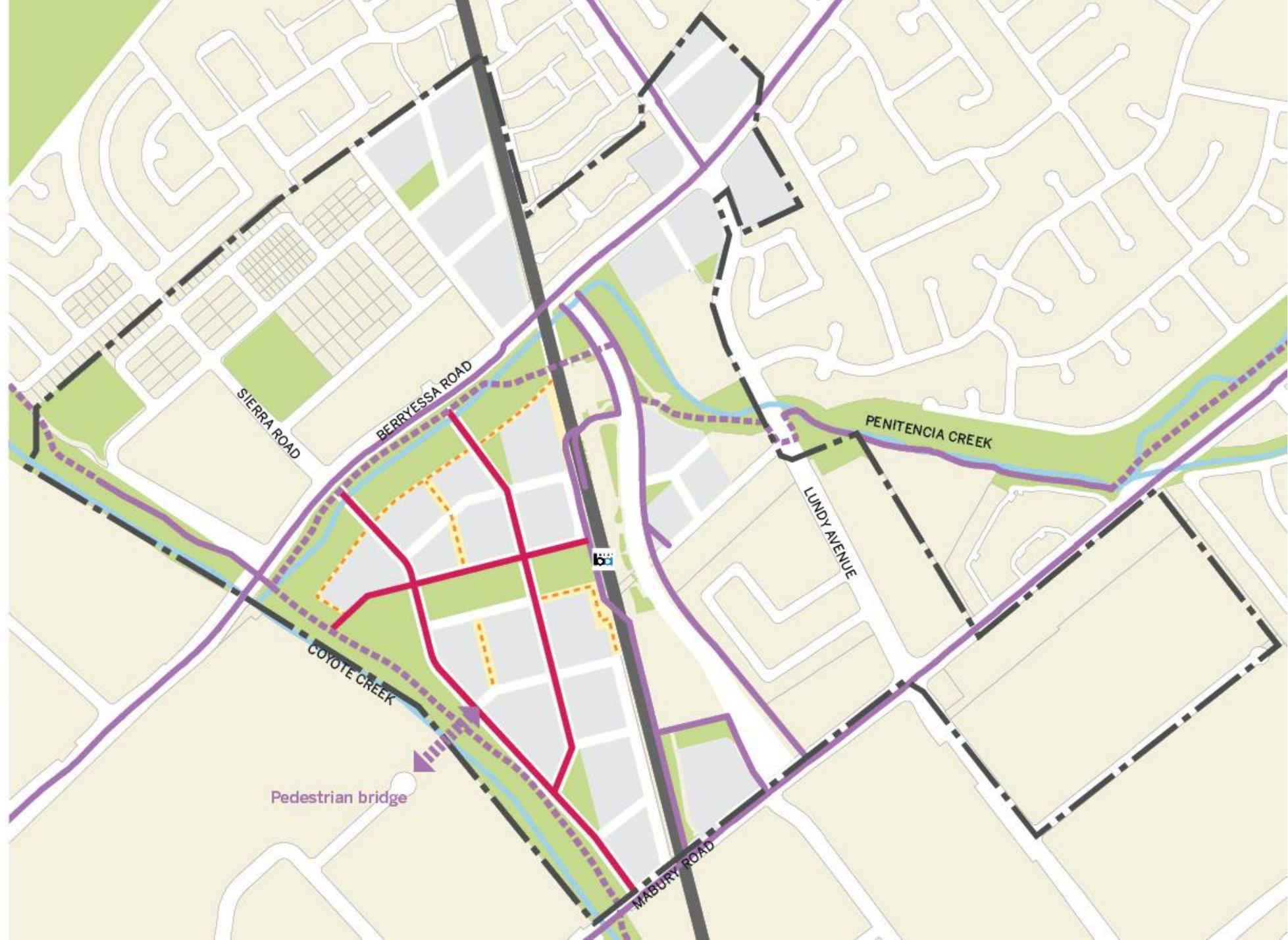
# Local Street



# Greenway with Bioretention Median



# Bike Lane and Trails



- Recommended Bike Lanes for the Flea Market Site
- Existing Regional Trails / Bike Lanes
- - - Planned Regional Trails / Bike Lanes
- - - Promenade / Pedestrian Linkage

# Amenities



PARK



PLAYGROUND



LIBRARY



COMMUNITY CENTER



MARKET



# Art Enhancements

Streetscape Enhancements: Everyday objects like banners and pedestrian signage will add character and calm traffic on shared streets

Popup retail and performance spaces can create a great transition from BART station to central park adjacent to retail area

Parking facades can be illuminated, or include integrated artwork, to make the track-facing side of urban village pedestrian and bike-friendly.

Creek facing infrastructure should use artistic elements to highlight roof runoff and water reclamation



● Performance Stage



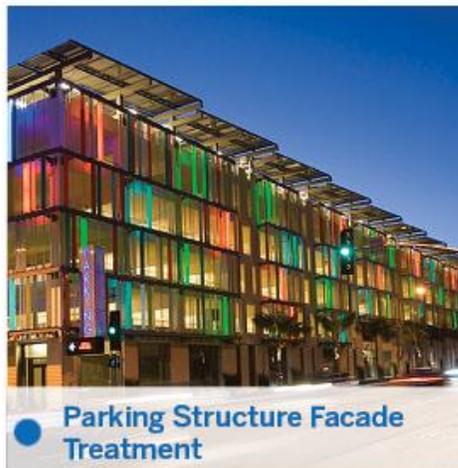
● Pop-up Retail



● Water Run-off Treatment



● Downspout



● Parking Structure Facade Treatment



● Underpass



● Pedestrian Pavement Treatment



● Crosswalk



● Illuminated Banner



● Artist Banner



● Artist-designed Street Furniture



● Artist Banner



● Artist-designed Steps



● Lighting

Berryessa  
Multimodal  
Transportation  
Improvement Plan  
(MTIP)

UPDATE

# MTIP PURPOSE AND GOALS

1 IDENTIFY PREFERRED  
FUTURE TRANSPORTATION  
NETWORK

2 DEVELOP DESIGNS FOR  
HIGHEST PRIORITY  
IMPROVEMENTS



# MTIP EVALUATIVE CRITERIA

## 1 COMMUNITY GOALS IDENTIFIED THROUGH URBAN VILLAGE PLANNING

- A. ENHANCE, IMPROVE, AND CONNECT TO PUBLIC/OPEN SPACE
- B. ENHANCE NEIGHBORHOOD IDENTITY
- C. PRIORITIZE AND IMPROVE ACCESS TO TRANSIT
- D. REDUCE CARBON EMISSIONS
- E. IMPROVE ACCESS TO FREEWAY

## 2 CITYWIDE GOALS

- A. VISION ZERO
- B. PROMOTE EQUITY AND AFFORDABILITY
- C. ENVIRONMENTAL STEWARDSHIP
- D. IMPROVE NEIGHBORHOOD CONNECTIVITY
- E. PROVIDE FOR ECONOMIC GROWTH



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# Pedestrian Facilities



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# Bicycle Facilities



# Multi-Use Trails



# Transit



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# Mobility Hubs



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# Streetscape



# MTIP NEXT STEPS

1 COMPILE FEEDBACK FROM WORKSHOP #2

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2 EVALUATE PREFERRED NETWORK

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3 SELECT PREFERRED NETWORK

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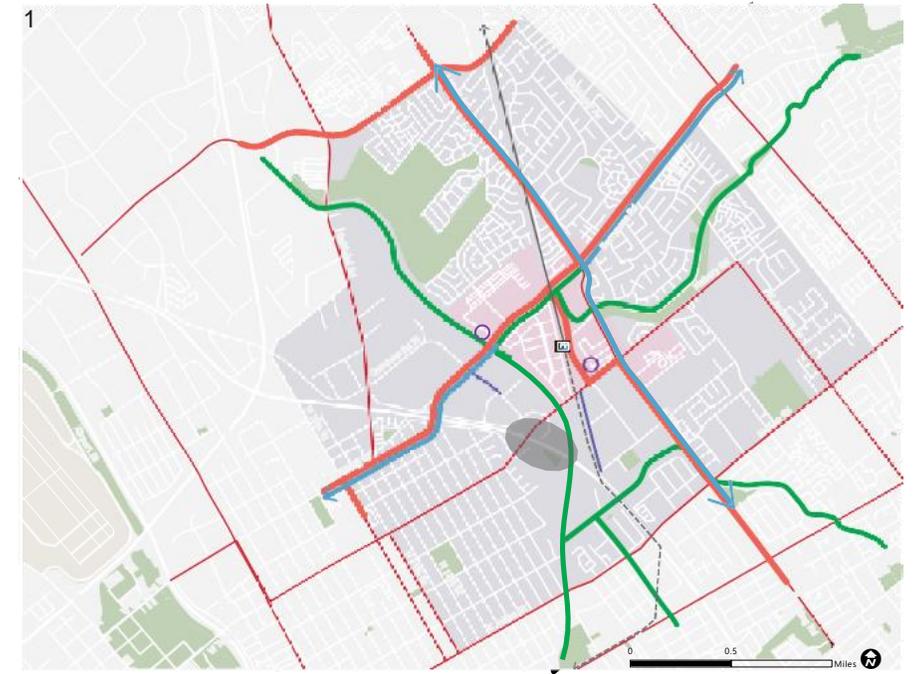
4 DEVELOP DESIGNS FOR HIGHEST PRIORITY IMPROVEMENTS

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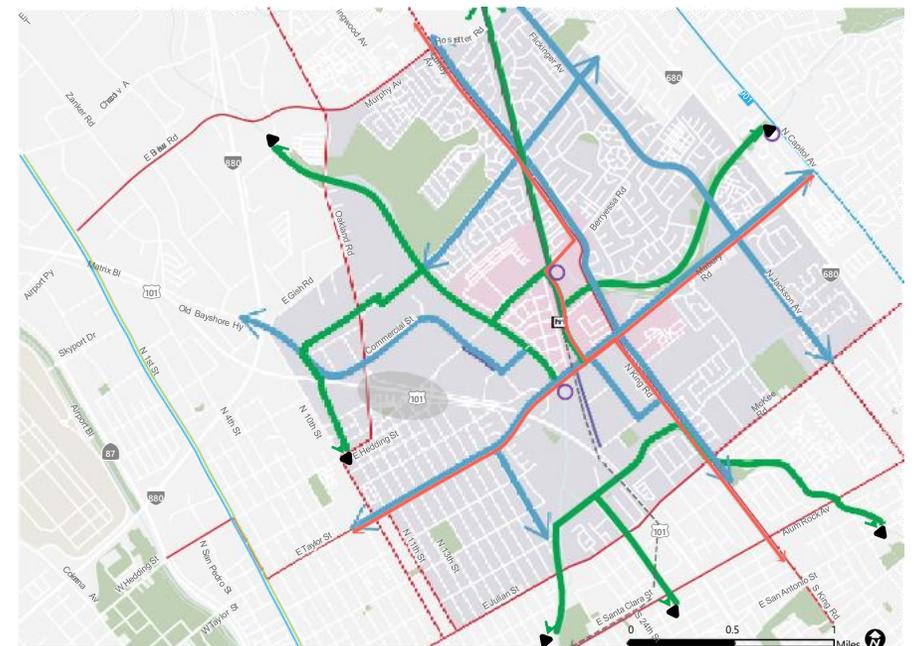
5 INCORPORATE RESULTS INTO URBAN VILLAGE PLAN

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CONCEPT  
1

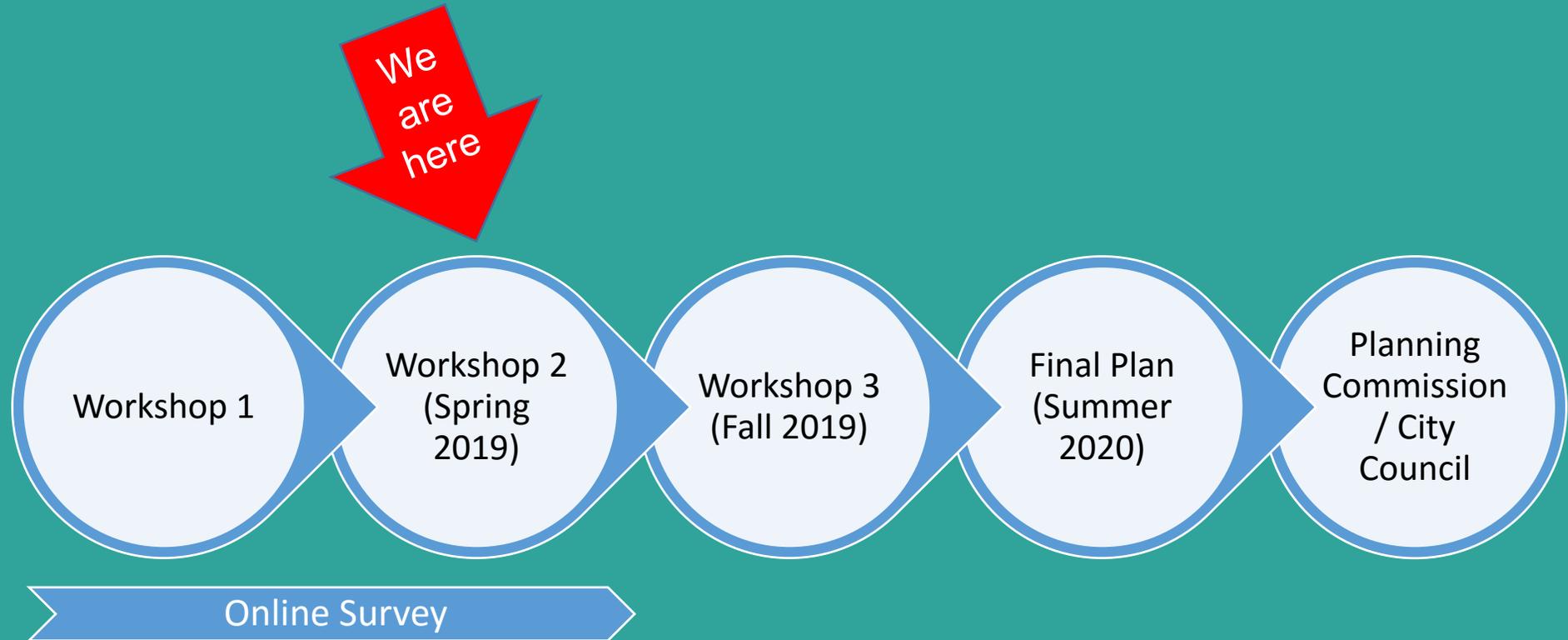


CONCEPT 2



# GROUP DISCUSSION

# Next Steps - Berryessa BART Urban Village



THANK YOU !