



# Memorandum

**TO:** HONORABLE MAYOR AND  
CITY COUNCIL

**FROM:** James R. Helmer  
Stephen M. Haase

**SUBJECT: BERRYESSA BART STATION**

**DATE:** 06-14-04

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Approved

Date

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Council District: 4

## **RECOMMENDATION**

Approve the following as the City's recommendations to the Santa Clara Valley Transportation Authority (VTA) for design of the Berryessa BART station:

1. That the VTA provide environmental clearance for the entire station area footprint evaluated in the draft environmental document, including the "Southwest" and "Northeast" station parking structure options.
2. Direct City, VTA and BART staff to continue to work with area property owners on preparing a land use and transportation plan for the Berryessa BART Station area, consistent with the VTA's "best practices" manual on Community Design and Transportation.

## **BACKGROUND**

The Santa Clara Valley Transportation Authority (VTA) is developing the Silicon Valley Rapid Transit Corridor/ BART to San José project. The scope of the project includes the extension of the Bay Area Rapid Transit (BART) system into Santa Clara County with stations in the cities of Milpitas, San José and Santa Clara. Attachment A includes a map of the project alignment and station locations.

A draft environmental document for the BART project has been prepared that includes an evaluation of various project design issues. On May 18, 2004, the City Council approved City recommendations on five of six San José related design issues. Action on a design issue related to the Berryessa BART station parking structure location was deferred for 30 days, to allow for further coordination between the City, VTA and San José Flea Market representatives. At this time, a City recommendation on the Berryessa BART station is needed to support consideration of this issue by the BART Policy Advisory Board (PAB). The BART PAB is scheduled to take

action on the Berryessa BART station design issue at their meeting on June 30, 2004. The City's members on the BART PAB are Mayor Gonzales and Councilmember Chavez.

## **ANALYSIS**

The draft environmental document for the BART project addresses two design options for the Berryessa Station area. The primary difference relates to placing a 2,500 space parking structure southwest or northeast of the station. These design options are illustrated on Attachments B and C respectively.

In general, the Southwest option has been favored by the VTA and City for the following reasons:

- Provides more transit oriented development opportunities adjacent to station
- Orients parking structure towards the primary direction of travel (most auto access to station is projected to come from the future Route 101/Mabury interchange)
- Allows for potential sharing of parking facilities for BART and Flea Market use
- Avoids potential conflicts with Penitencia Creek flood control improvement plans (located on Northeast site)

Representatives from the San José Flea Market have raised issues with the station area design options and in particular the Southwest option. They have expressed concerns that the parking structure and station access roads limit opportunities for future transit oriented development on the Flea Market site.

Subsequent to the May 18<sup>th</sup> City Council meeting, discussions between Flea Market representatives, the VTA and City have resulted in a consensus direction to proceed with having the BART project provide environmental clearance for an expanded station area footprint that covers both the Southwest and Northeast options (see Attachment D). The benefits of the expanded station area include:

- Flexibility to provide multiple smaller parking structures that better integrate with future development
- Expands joint development opportunities for VTA, allowing for ongoing operating revenues
- Maintains cooperative relationship with major area property owner and supports development of a Berryessa Station area land use and transportation master plan
- Does not impact schedule for BART project environmental clearance (planned for December 2004)

### Berryessa BART Station Area Land Use Plan

Representatives of the San José Flea Market have applied for a planned development zoning action for the Flea Market area. In order to evaluate this land use proposal in the context of the future Berryessa BART station, a land use plan for the station area is desired. The Flea Market representatives have agreed to fund the land use planning consultant work necessary to prepare this plan for the area bounded by Mabury Road, King Road, Coyote Creek, and north of Berryessa Road. The owner has retained Calthorpe Associates to prepare the plan. It is noted that Calthorpe Associates is a recognized national leader in “smart growth” urban planning. Preparation of Berryessa Station Area Land Use Plan provides an excellent opportunity to integrate the mutual goals of the property owner, community, City, VTA and BART into a progressive land use and transportation plan. Preparation of the plan is anticipated to be completed by Fall 2004 and subsequent property zoning actions are proposed for Spring 2005.

### Best Practices for Community Design and Transportation

In 2003, the VTA completed a manual of “best practices” for Community Design and Transportation (CDT). The City Council adopted Resolution No. 71772 committing to support the CDT best practices for public and private projects. The CDT manual has a specific section on “Community Planning for Station Areas” and it is recommended that the CDT principles and practices be used to guide the preparation of the Berryessa BART Station Area Plan. The CDT guidelines include the following:

- Station areas should be an integrated part of the community, a hub of activity throughout the day, and considered a “place to be”.
- Provide transit-supportive land use density and activities adjacent to station. Mix land uses to create an interesting and vibrant community.
- Orient development to pedestrians. Avoid forcing people to cross wide busy streets or expansive parking areas.

### **PUBLIC OUTREACH**

VTA has held various community meetings concerning development of the BART project. Most recently, a Public Hearings on the BART project environmental document was in San José on May 10, 2004.

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### **COORDINATION**

This item was prepared jointly by the Department of Transportation and the Department of Planning, Building, and Code Enforcement, working in coordination with the VTA.

### **CEQA**

Not a Project. The subject report provides City recommendations to the VTA to support their preparation of a CEQA review for the BART project.

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