

February 17, 2014

Nuria Fernandez
General Manager
Santa Clara Valley Transportation Authority
3331 N. First St.
San Jose, CA 95134

Re: Berryessa Extension Project Design Build Parking Structures Contract

Dear Ms. Fernandez,

SPUR would like to offer comments and suggestions on the design of the future parking garage at the future Berryessa BART Station. SPUR is an urban planning public policy think-tank with offices in San Francisco and San Jose. We are very much looking forward to working with VTA on the BART Silicon Valley Extension.

The Berryessa BART Station is the first BART station to be built in San Jose, which is itself the largest city in the Bay Area. It is SPUR's hope that this station will be designed to encourage as many people as possible to walk, bike and/or take transit to the station, as well as to become a memorable, multi-functional place in its own right. We understand that substantial amounts of parking will be provided at this station and that it may serve as the "end-of-the-line" station for many years. However there are many steps that can be taken to ensure that the station itself can function as a great civic space.

Since the design-build contract for the garages at both Milpitas and Berryessa is about to be awarded, we would like to offer three recommendations on the design of the Berryessa garage itself.

1. Design the garage to support ground floor retail and other active uses.

The pedestrian experience at the ground floor level is one of the best ways to support walkability. Having active uses, such as ground floor retail that serves commuters, on the ground floor of the garage would help to make the Berryessa Station a more inviting place for people. Active uses should be thoughtfully placed to capture park-and-ride patrons as they walk between parking spaces and the station entrances. Uses like cafes, convenience retail, dry-cleaning, gyms, and childcare services, can maximize trip-chaining behavior and support transit ridership overall. At a minimum, the design of the garage should not preclude the

addition of retail on the ground floor in the future. Additionally, pedestrians should have priority at all entrances and exits.

2. Incorporate the BART police station and separate parking into the garage.

Currently, plans for the Berryessa BART Station include a stand-alone structure for the BART police station as well as a separate surface parking lot to accommodate the police station. The BART police station, including parking needs, should be incorporated into the garage structure away from the active frontages described above in order to consolidate BART serving uses in one structure and retain space in the station area for future temporary or permanent retail uses and/or joint development opportunities. We understand that incorporating the BART police station into the garage may require additional negotiation with BART and we are happy to support VTA with that effort.

3. Design the garage so that any future added parking could be built within the existing footprint of the garage and so that the garage can be used as efficiently as possible.

It would be preferable to be able to add any future additional parking by adding more floors to the garage as opposed to building on the current surface parking lots. Our hope is that these surface parking lots can be either used for temporary active uses (for example portions of the flea market could be moved to the surface parking lots on weekends) or for future joint development projects. In addition, the garage should be designed for good parking management: every space should be able to be priced to respond to demand and other ways should be found to increase utilization on existing the footprint, such as valet parking.

Thank you for considering our recommendations. Should you have any questions, please do not hesitate to contact me at 415-644-4292.

Sincerely,

Sarah Karlinsky
Deputy Director

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SPUR San Jose Board of Directors