



BART's Transit-Oriented Development Program Overview



Real Estate & Property Development Department
Updated September 6, 2017



Outline

- TOD – What is it & why we do it
- 2016 BART TOD Policy & Performance Targets
- Development Summary
- Completed & Under Construction Projects
- Approved Projects
- Projects in Planning
- New Directions/Policy Applications



TOD: What is it?

Transit-oriented development (TOD) is a moderate to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.

Source: California Statewide TOD Study – Technical Advisory Committee (9/02)



TOD: Why do we do it?

- Increase Riders – Thereby Reducing Air Quality, Energy, Congestion Impacts of Development
- Create Physical Connections to Community
- Create Services at Station – Reduce Auto Dependence
- Create Development Opportunity – Infill, Mixed-Use
- Address Housing Affordability Crisis
- Create Tax Revenue for Cities
- Create a Sense of Place – Build Livable Communities
- Secure Annual Revenue & Offset Capitol Costs for New Station Infrastructure



Key Policy Changes - 2016

- Lead in implementation of Plan Bay Area
- Find ways to address loss of Redevelopment
 - Finance Mechanisms
 - Implementation & Programmatic Needs
 - Catalytic Development
- Address ridership needs at times & locations when BART has capacity – Job growth outside of SF, and Transportation Demand Management
- Integrate Affordable Housing Policy



BART TOD Policy



Transit-Oriented Development Policy

Adopted June 9, 2016

VISION

The San Francisco Bay Area Rapid Transit District (BART) is a steward of a large scale public investment. This includes real estate assets essential to BART's transit operations, and real estate assets that can be used to catalyze transit-oriented development in furtherance of BART's purpose and goals. BART leverages these opportunities by working in partnership with the communities it serves in order to implement the regional land use vision and achieve local and regional economic development goals. Strengthening the connections between people, places, and services enhances BART's value as a regional resource.

GOALS

- A. Complete Communities.** Partner to ensure BART contributes to neighborhood/district vitality, creating places offering a mix of uses and incomes.
- B. Sustainable Communities Strategy.** Lead in the delivery of the region's land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals.
- C. Ridership.** Increase BART ridership, particularly in locations and times when the system has capacity to grow.
- D. Value Creation and Value Capture.** Enhance the stability of BART's financial base by capturing the value of transit, and reinvesting in the program to maximize TOD goals.
- E. Transportation Choice.** Leverage land use and urban design to encourage non-auto transportation choices both on and off BART property, through enhanced walkability and bikeability, and seamless transit connectivity.
- F. Affordability.** Serve households of all income levels by linking housing affordability with access to opportunity.

STRATEGIES

A. Manage Resources Strategically to Support Transit-Oriented Development

1. Develop a 4-Year Work Plan to assess how staff and financial activities toward TOD will be most fruitful. Identify BART staffing priorities and assignments to promote TOD on and around District property, including contributions to efforts such as planning and development, community engagement, funding and financing strategies.
2. Favor long-term ground leases of no more than 66 years, rather than sale of property, as the standard disposition strategy for joint development projects, except in cases where alternative approaches are required to achieve specific development objectives or where other strategies would generate greater financial return to the District.
3. Solicit proposals for transit-oriented development in localities that have an adopted plan allowing for transit-supportive land uses as defined in the TOD Guidelines. Utilize a competitive selection process, but ensure the solicitation process considers property assembly with adjacent land owners for optimal TOD.
4. Revisit the Transit-Oriented Development Policy every 10 years.

B. Support Transit-Oriented Districts

1. Proactively support local jurisdictions in creating station area plans and land use policies that: a) encourage transit-supportive, mixed-use development on and around station properties, b) enhance the value of BART land, and c) enhance the performance of the BART system as a whole.
2. Form partnerships with public agencies, developers and landowners, community development organizations, finance entities, and consider strategic land acquisition to help build TOD both on and off BART property.
3. For BART system expansion, ensure that transit-oriented development and value capture opportunities are explicitly accounted for in major investments such as the location of new station sites, design and construction of station facilities, and acquisition of new properties.

C. Increase Sustainable Transportation Choices using Best Practices in Land Use and Urban Design

1. Utilize BART's TOD Guidelines to ensure future development and investments seamlessly connect BART stations with surrounding communities.
2. Ensure that combined TOD/parking/access improvements on and around each BART station encourage net new BART ridership, utilizing corridor-level, shared, and off-site approaches to parking replacement as appropriate. Following the aspirational Station Access Policy place types, use the following guidelines to replace current BART parking as follows when developing BART property with TOD: strive for no or limited parking replacement at "Urban with Parking" Stations; and use the access model to maximize revenue to BART from development and ridership when determining a parking replacement strategy at all station types.
3. Utilize strategies including mixed-use development, transportation demand management, and pedestrian-friendly urban design to encourage reverse-commute, off-peak, and non-work trips on BART and other modes of non-auto transportation, thereby reducing greenhouse gas emissions.

D. Enhance Benefits of TOD through Investment in the Program

1. Evaluate the financial performance of proposed projects based on sound financial parameters and the ability to generate transit ridership, fare revenue, lease payments, parking revenues, grant resources, other financial participation, and/or cost savings. Consider the opportunity cost to the District of delaying or accelerating development opportunities.
2. Use a variety of financing and governance mechanisms, including joint powers authorities, assessment districts, improvement districts, and lease credits to achieve station area TOD objectives.
3. As appropriate, and in consideration of District-wide financial needs, reinvest revenues from the sale and lease of BART land into the TOD Program, informed by the priorities identified in the 4-Year Work Plan.

E. Invest Equitably

1. Increase scale of development at and near BART stations through catalytic investments in TOD, to help address the regional shortfall in meeting housing and other sustainable growth needs.
2. Implement BART's adopted Affordable Housing Policy, and aim for a District-wide target of 30 percent of all units to be affordable, with a priority to very low (<50% AMI), low (51-80% AMI) and/or transit-dependent populations.
3. Ensure the 4-Year Work Plan addresses how BART will achieve its affordable housing goals.

www.bart.gov/about/planning/policies



Development Summary

Development Status	Number of Developments*	Dollar Value
Completed or Under Construction	12	\$1.7 B
Approved by BART Board	7	\$1.5 B
Total	19	\$3.2 B

* Some developments include multiple phases on a single site – e.g. Pleasant Hill, Richmond, Fruitvale



Development Summary – New Riders

Development Status	Number of Projects	Annual New Trips	Annual New Fare Revenue
Completed/Under Construction	12	1,000,000	\$3.9 m
Approved	7	1,000,000	\$3.9 m
Total	19	2,000,000	\$7.8 m

Estimated new BART trips based on ridership modeling



Development Summary – Product

Status	Station	Total Units	Affordable Units	% Affordable	Office (SF)	Retail (SF)
Completed	Castro Valley	96	96	100%		
	Fruitvale Phase I	47	10	21%	27,000	37,000
	Pleasant Hill Phase I	422	84	20%		35,590
	Hayward	170	0	0%		
	Ashby	0	0	0%	80,000	
	Richmond Phase I	132	66	50%		9,000
	West Dublin	309	0	0%		
	East Dublin	240	0	0%		
	South Hayward Ph I	354	152	43%		
TOTAL COMPLETED		1770	408	23%	107,000	81,590
Construction/ Planned	MacArthur	877	146	17%		39,100
	San Leandro	200	200	100%	5,000	1,000
	Walnut Creek	596	0	0%		
	Coliseum Phase I	110	55	50%		
	Pleasant Hill Block C	200	0	0%		
	Fruitvale Phase IIA	94	92	98%		
TOTAL UNDER CONST. &		2077	493	24%	5,000	40,100
GRAND TOTAL		3847	901	23%	112,000	121,690



Completed Projects

Station	Development Status	Project Value	BART Facility
Castro Valley	96-unit housing; restored Victorian	\$20 M	Zone Command Police Facility
Hayward	Land swaps completed: 170 for-sale units, pedestrian plaza, new City Hall	\$20 M (City Hall only)	Pedestrian Path
Richmond Phase I	132 for-sale units; new Transit Plaza. Future phase 100 or more units	\$120 M + (both phases)	New transit plaza
Fruitvale Phase I	47 rental units, 135,000 sf (37,000 retail, 27,000 office, 71,000 public), pedestrian plaza	\$100 M	Replacement Parking Garage; Pedestrian Path



Completed Projects

Station	Development Status	Project Value	BART Facility
Pleasant Hill (phase I)	422 rental housing and 35,590 sf retail completed	\$150 M	1,580 space replacement parking garage; new Intermodal
Ashby	80,000 sf office completed	\$45 M	New parking lot, access improvements, elevator, staircase
West Dublin/Pleasanton	Station and parking completed	\$190 M	New station, two new garages
South Hayward	152 affordable and 202 market rate units	\$120 m	On-street BART parking
East Dublin/Pleasanton	240 market rate units	\$150 m	Parking Garage



Partially Completed/ Under Construction Projects

Station	Development Status	Project Value	BART Facility
MacArthur	90 built affordable units, up to 875 total units	\$450 m	Parking Structure, Roadway & Plaza Improvements
San Leandro	200 affordable units under construction	\$100 m	Ped improvements on west side of station
Walnut Creek	Parking under construction	\$260 m	Parking Garage, New Intermodal Bus Facility, New Police Zone Command Facility



Castro Valley



Hayward

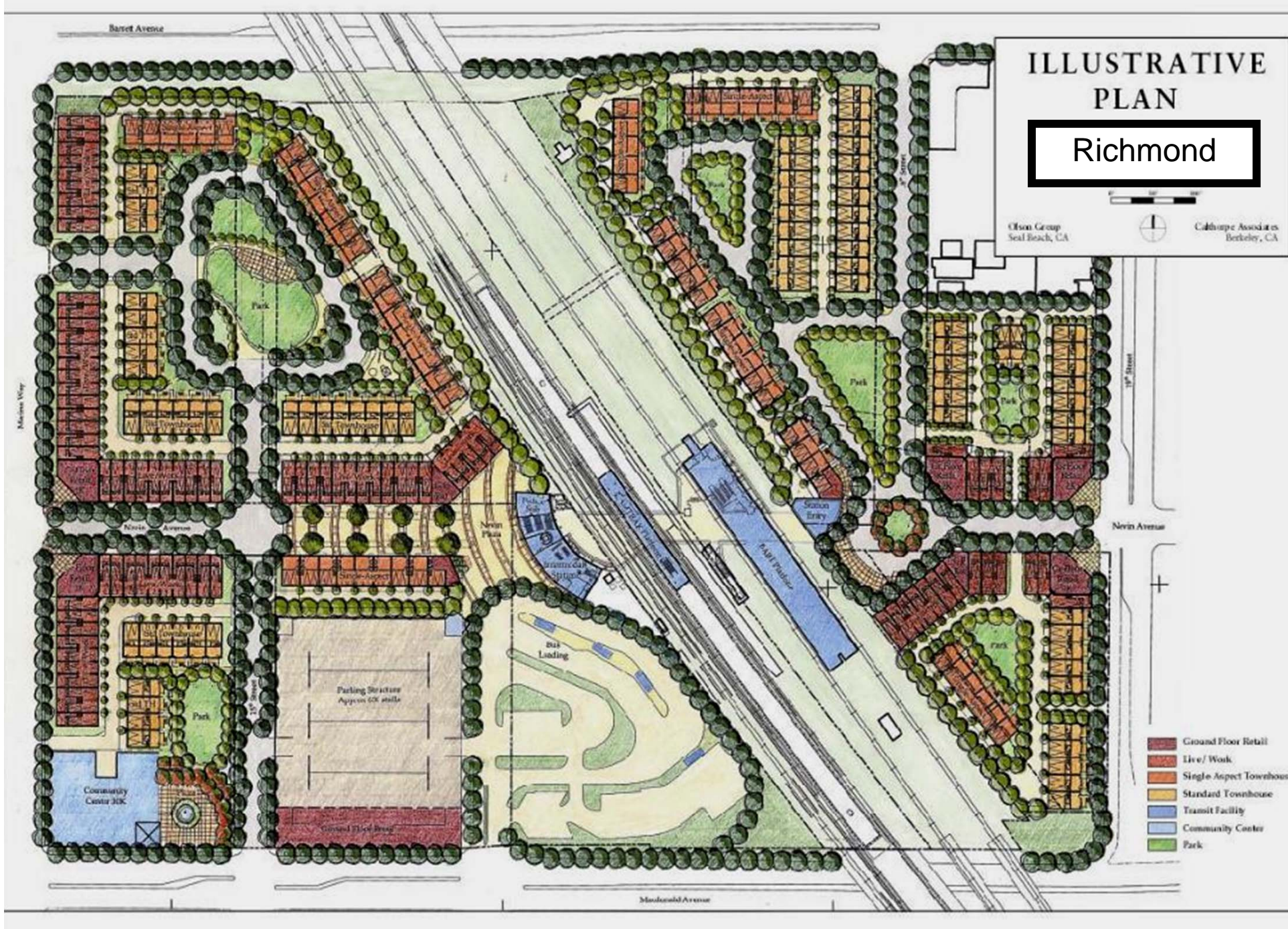


Hayward



Hayward





Richmond



Richmond Transit Station





Fruitvale







Fruitvale – West Side of Station





Powell – Fare Gate Array

Pleasant Hill BART Transit Village Site Plan

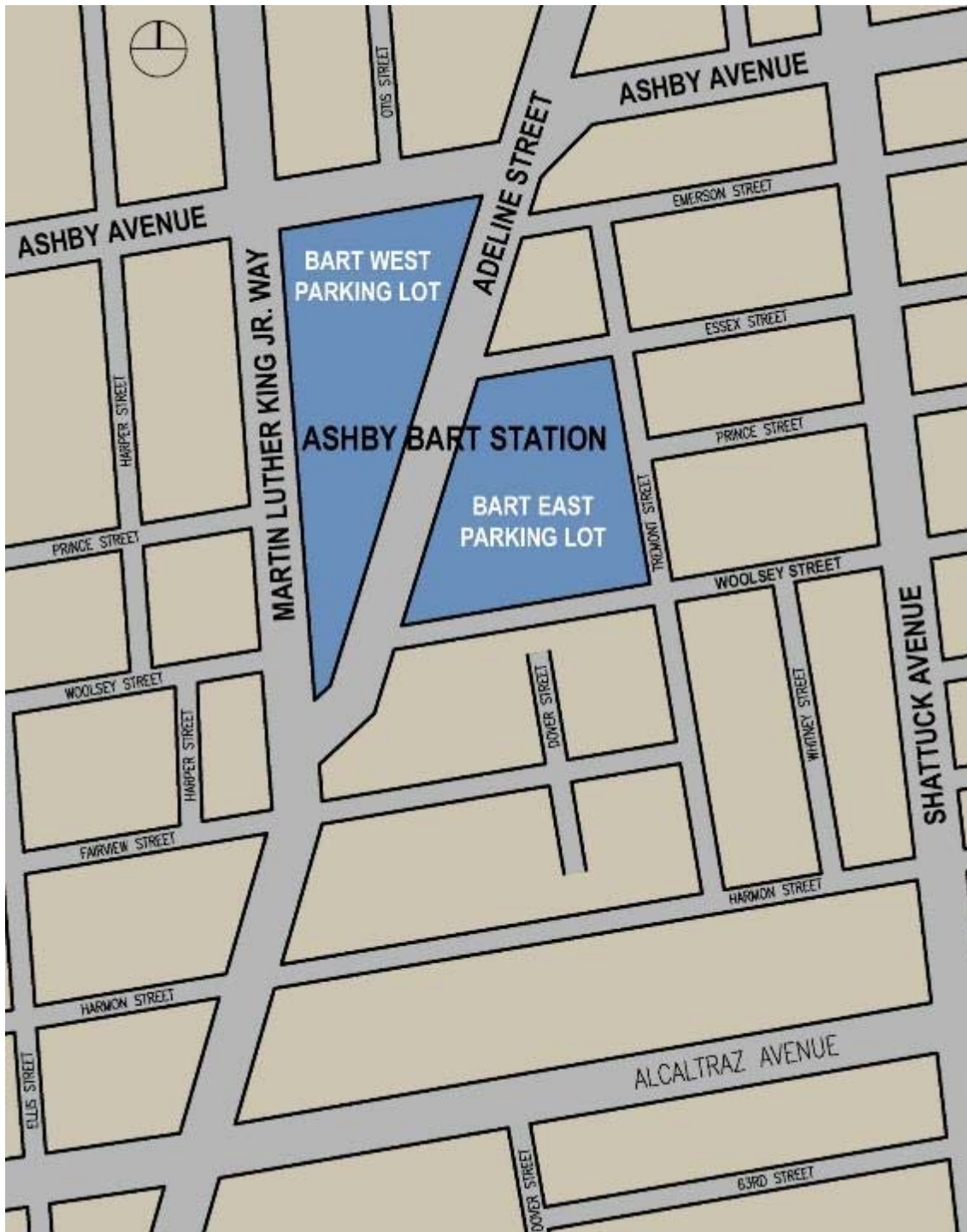


Pleasant Hill/Contra Costa Centre



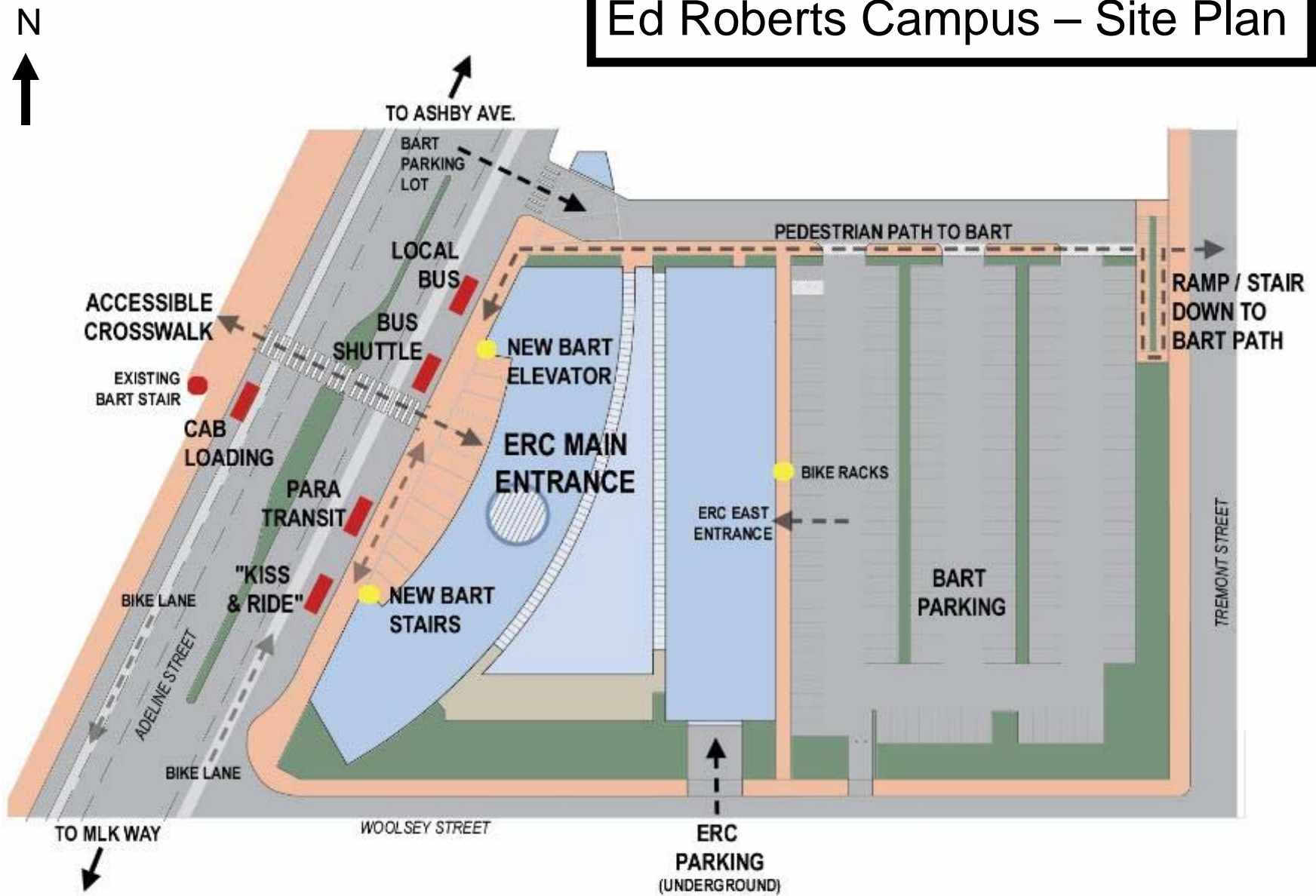
Pleasant Hill/Contra Costa Centre

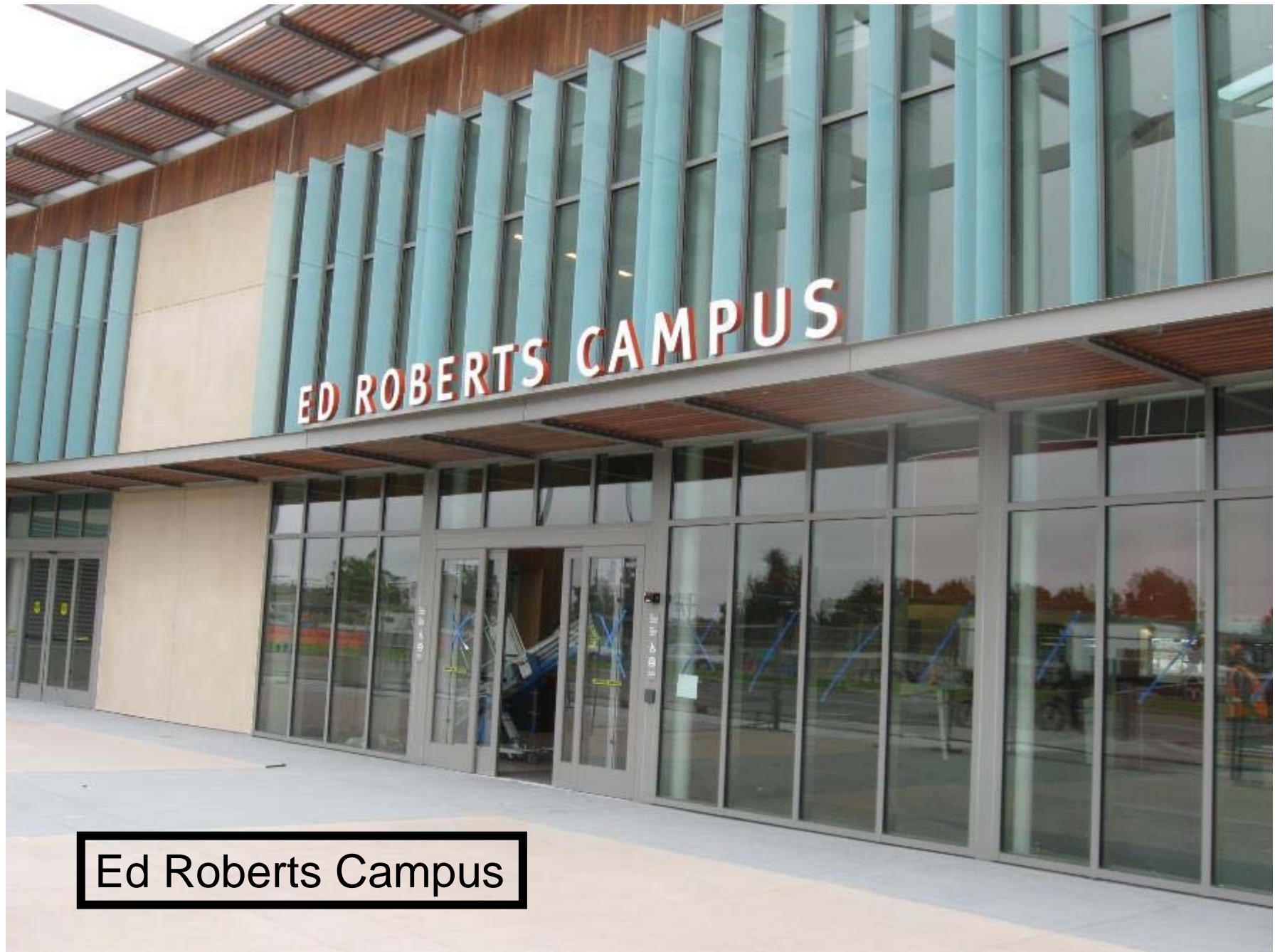




Ashby BART
Station

Ed Roberts Campus – Site Plan





Ed Roberts Campus

Ed Roberts Campus



MacArthur BART Station - Rendering





MacArthur BART Station –
Affordable Housing and Parking Garage

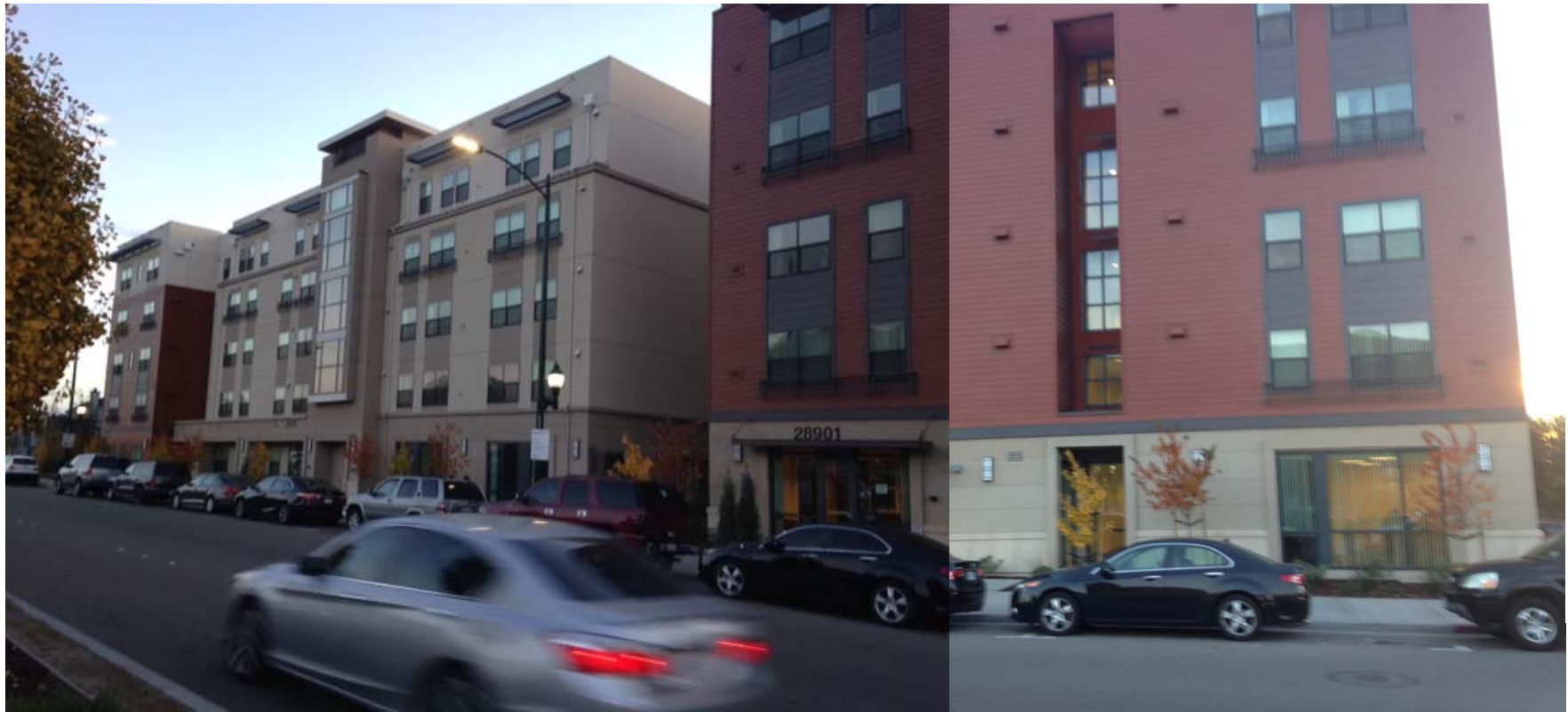


San Leandro BART Station – Marea Alta

San Leandro BART Station – Phase II Site



South Hayward – Affordable Housing



South Hayward – Market Rate Housing



Conceptual Site Plan

A1



Walnut Creek
BART Station



N



Walnut Creek Transit Village – Site Plan



Board -Approved Projects

Station	Development Status	Project Value	BART Facility
Pleasant Hill Blocks C & D	<i>Entitlements in Progress: 200 market rate rental units; 2,300 sf retail Block D: 290,000 sf office (12-story)</i>	\$240 M	
Richmond – Phase II	Replacement garage completed; 100 or more residential units	\$120 M+ (both phases)	Replacement parking +150 spaces (constructed)
Fruitvale – II	<i>In negotiations with city: 275 units (now City owned land)</i>	\$124 M	



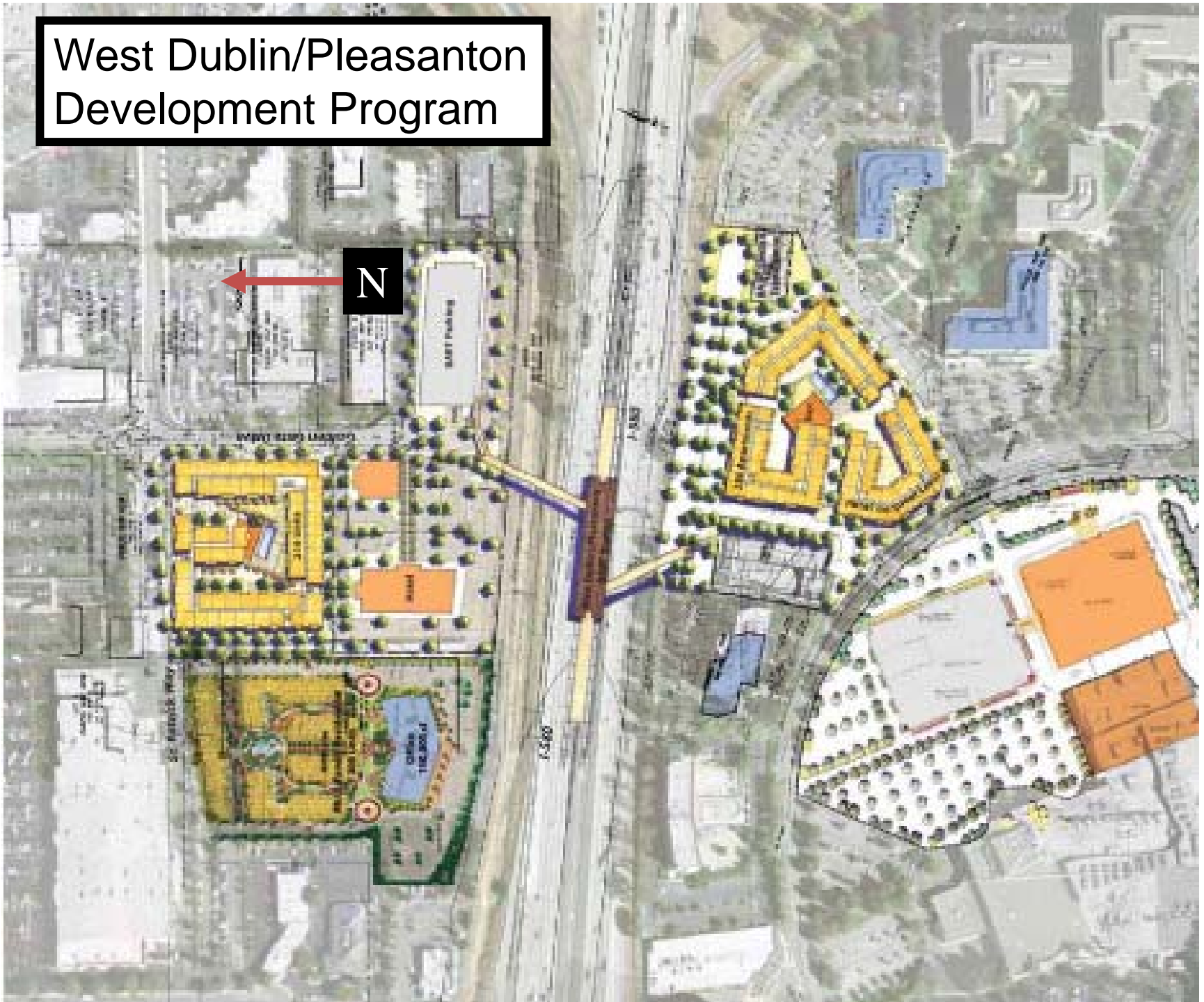
Board -Approved Projects

Station	Development Status	Project Value	BART Facility
West Dublin/Pleasanton	Dublin: 309 rental units completed; hotel, restaurant in review Pleasanton: 410,000 sf office	\$300 M	Access improvements, Police Facility
MacArthur	Replacement garage; 90 Units affordable completed; remainder under construction / entitled	\$450 M	Parking garage and pedestrian plaza
Millbrae	Office, retail, residential hotel	\$144 M	Station access modifications
Coliseum	110 rental units (55 affordable). <i>Construction expected 2017</i>	\$84 m	On-Street parking replacement and bike channels on underpass stairs



Walnut Creek Transit Village – Rendering

West Dublin/Pleasanton Development Program



West Dublin - Rendering



West Pleasanton - Rendering

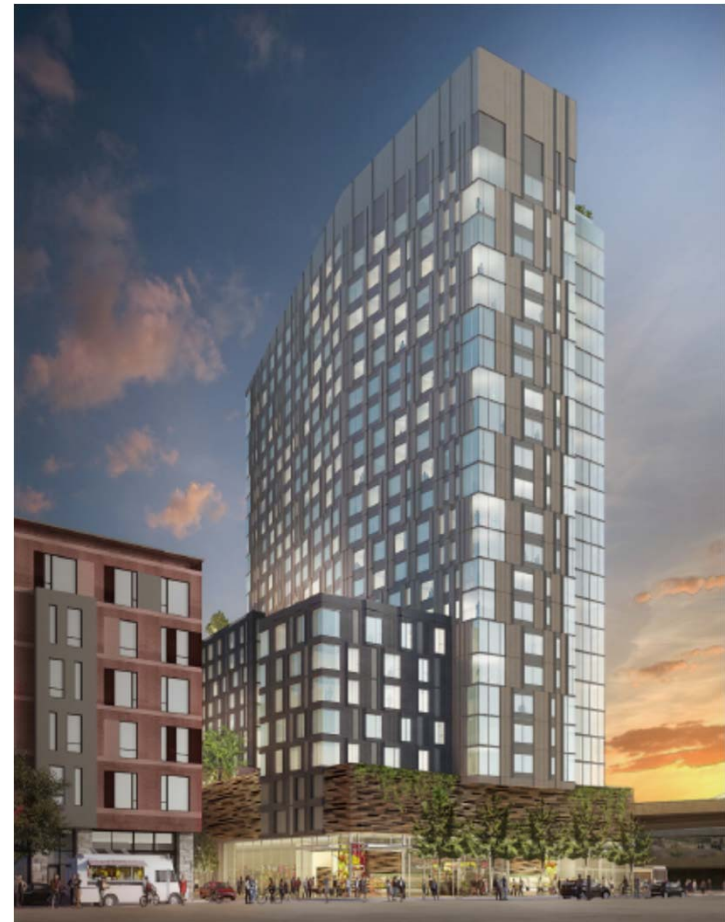


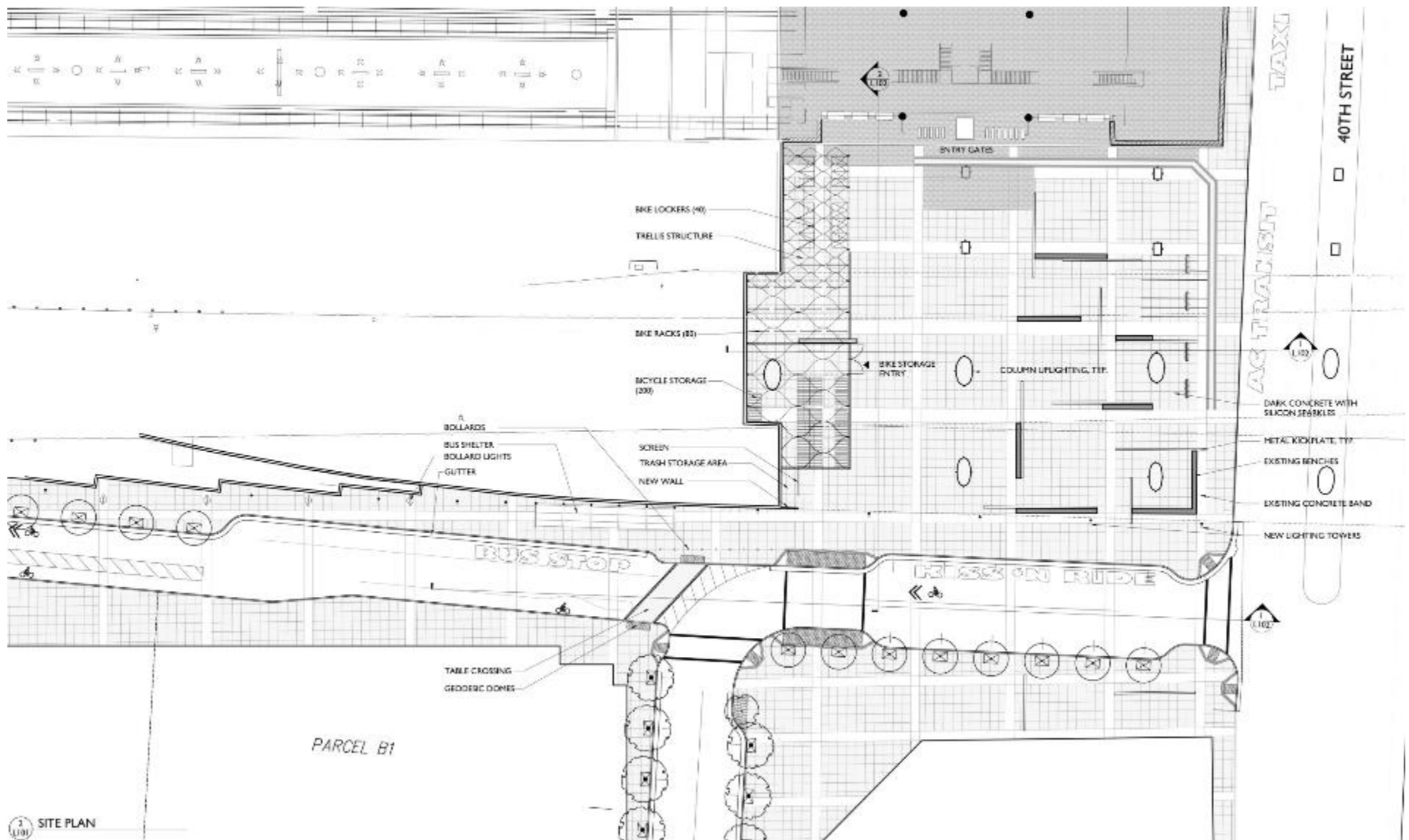
MacArthur Transit Village – Future Phases

Parcels A & C



Parcel B





MacArthur Pedestrian Plaza



Coliseum Concepts – BART Land





In Negotiations/Planned

Station	Development Status
West Oakland	Exclusive Negotiating Agreement in Place
Balboa Park	In negotiations – 80-100 affordable units
Lake Merritt	Solicitation 2017
North Concord	MOUs Planned with City - 2017
Concord	



Performance Targets - Highlights

Adopted by BART Board in December 2016:

- Build 20,000 units and 4.5 m sq ft commercial by 2040
- Minimum 75 net units/acre threshold
- 35% Affordability, District-wide
- Expanded role in station area planning and TDM
- Adopted Plan Bay Area Growth Targets for Station Areas
- Reduced auto ownership and use by 2040
- Reduced Greenhouse Gas Emissions
- Set MBE/SBE/WBE targets for TOD planning and construction (forthcoming)



Four Year Work Plan 2016-2020

Four Year Overview: Lay groundwork to accelerate the pace and scale of quality TOD projects on and off BART property

Strategic Actions (from TOD Policy):

1. Manage Resources Strategically to Support TOD
2. Support Transit-Oriented Districts
3. Increase Sustainable Transportation Choices Using Best Practices in Land Use and Urban Design
4. Enhance Benefits of TOD through Investment in Program
5. Invest Equitably