

**BART TOD Program Guidelines
Questionnaire for Local Jurisdictions**

February 2017

As you may know, BART adopted new Station Access and Transit-Oriented Development Policies in 2016. The BART Board also adopted performance targets to guide the development of BART property, as well as to communicate the Board's desired outcomes for land use and transportation at, and near, BART stations.

The TOD Program goals are ambitious, aiming to construct 20,000 homes- 7,000 of which are affordable- and 4.5 million square feet of office or commercial space on BART property by 2040. Doing this will require an accelerated pace of development and strong partnership with cities.

In support of these performance targets, BART has drafted a TOD Guidelines document designed to communicate these desired outcomes to our partner cities, developers, and community groups. We are seeking your feedback on the guidelines. Please answer the questions below and let us know your thoughts. We are happy to schedule a phone call or in-person meeting at your location if that is more convenient for you. **Please respond no later than March 1, 2017.**

- 1. Station Access Map and Parking Replacement for TOD.** In Spring 2016, BART's Planning department reached out to each of the 33 cities in BART's sphere of influence to seek feedback on its station access types, which will be used to prioritize investments in station access. The TOD Policy also uses the station access types to guide parking replacement decisions at stations classified as *Urban with Parking*. BART will strive for no or limited parking replacement at these stations, and evaluate alternative replacement parking approaches at other stations with the goal to maximize ridership and revenue to BART from ground leases, fares, and parking fees. Figure 1, below, provides the most recent station access type map and *urban with parking* stations are shown in bright blue. **Do you have any feedback on BART's replacement parking policy? Do you have recommended strategies to address the replacement parking need for TOD projects?**

- 2. Affordable Housing.** BART's Affordable Housing Policy requires that a minimum of 20% of units at each station be affordable, and BART has set a performance goal for 35% of its units built throughout the BART system to be affordable, with a priority to low income, very low income, and/or transit dependent populations. BART would achieve this by working to attract existing and new sources of subsidy to BART projects through policy advocacy efforts, and developing customized affordable housing funding strategies for each deal. **What do you believe is needed to achieve these affordability requirements? How do these policies work with your affordable housing goals?**

- 3. Minimum Density.** BART's TOD Performance Targets call for a minimum net residential density of 75 units per acre for development on BART property. While there is no minimum density or floor/area ratio (FAR) for office, BART's goal is to produce buildings that are at least 4 to 5 stories tall. Many cities regulate office using FAR and setbacks, so BART would look to cities to determine whether this height is achievable. BART completed an assessment of regulations in areas where BART owns land, and 80% of these station areas are already zoned for a net minimum of 75 units per acre near BART stations, if not on BART property (in some cases BART property is still zoned for public use but plans suggest the partner jurisdiction would be supportive of this density).

3A. Do you have feedback on what it would take to achieve the minimum 75 du/ac net density on BART land in your city?

3B. If BART land is zoned for public or other use, would you support rezoning to a minimum net density of 75 du/ac and/or a minimum height of 4-5 stories?

3C. Please review Table 1, below, and let us know your thoughts on the draft height targets by TOD Place type (TOD place type draft designations are shown in Figure 2). Do you believe your station falls in a different designation than assigned?

- 4. Parking for development.** BART's TOD Program aims to reduce overall auto dependence due to the high quality transit provided, and because BART would build office as a way to encourage additional BART commutes, high levels of parking for office space is undesirable.

The TOD Guidelines call for removing parking minimums to let the market decide on adequate parking levels, and to unbundle parking as much as possible in order to offer flexibility over time as other modes of travel become increasingly popular.

BART's TOD Performance Targets aim for a portfolio-wide average of no more than 0.9 parking spaces per residential unit, and no more than 1.6 parking spaces per 1,000 square feet of office. No targets have been set for retail, but BART aims to maximize use of innovative parking management tools (ie shared parking).

BART has utilized Transform's [GreenTRIP program](#) - which is similar to LEED certification for reduced traffic, car ownership and driving- as a model for establishing parking targets. We are interested in your feedback on the viability of these ratios over time, especially the office parking ratios. Please review **Table 1** below, and let us know your thoughts on draft parking targets, and:

- Unbundling, sharing parking
- Removing minimum parking requirements and letting the market decide
- Requiring protected bike parking

Table 1. Draft Proposed TOD Place Types, Parking Maximums and Development Targets

For Feedback - February 8, 2017

BART TOD Place Type	Parking Overall	BART Draft Parking Proposal for TOD Guidelines		Other Proposal from City?		Development (min 75 du/ac net)	
		Res Parking Max (Spaces/Unit)	Office Parking Max (Spaces/1,000 sf)	Res Parking Max (Spaces/Unit)	Office Parking Max (Spaces/1,000 sf)	Residential Target Height / Density	Office Target Height
Regional Center	No Parking Minimum. Shared/Unbundled. Secure Bike Parking.	0.375	0			High rise (if feasible) – Min 12 stories	
Urban Neighborhood/ City Center		0.5	1.6			Mid-rise - 5 to 7 stories	
Neighborhood / Town Center		1	2.5			Mid-rise - 3 to 5 stories	

Notes: TOD Place Types and residential parking maximum targets inspired by GreenTrip categories and Plan Bay Area. Figure 2 shows proposed designation of stations by type.

- 5. Transportation demand management.** BART aims to support the GreenTRIP model by encouraging developers or cities to implement transportation demand management programs, including offering discounted transit passes, guaranteed rides home, carsharing and other amenities to encourage alternative transportation. An overview of GreenTrip shown in **Table 2** at the end of this questionnaire.

5a. Is your jurisdiction interested in implementing citywide or development-specific TDM programs?

5b. How can BART collaborate with your jurisdiction to expand TDM programs and opportunities for nearby residential and office space?

5c. If BART were to require TDM programs for development on BART-owned land, what would be your jurisdiction's preferred approach to implementing this – district-wide or on a project-by-project basis? What TDM programs might your jurisdiction encourage, require, or desire?

- 6. Catalytic projects.** BART aims to build 1-2 catalytic projects per year. The TOD Guidelines have defined catalytic projects as projects that “push the market in terms of design, density, housing affordability, reduced parking, mix of uses, sustainability, construction type, parcel assembly, or other features that are not currently found in a local area”. **How would you define an ideal “catalytic project” for your station area? Are there ways we could work together to achieve such a project on BART property?**

- 7. General feedback.** Thanks for taking the time to respond to this questionnaire. Please take a look through the TOD Guidelines, especially Chapter 4, which is a guide to BART's ideal station area planning effort. Please let us know if you have any other feedback. We aim to complete the guidelines in mid-2017.

Figure 1: Station Access Types (Bright Blue are “Urban with Parking” stations described in Question 1)



Figure 2: Draft Proposed TOD Place Types as Described in Table 1

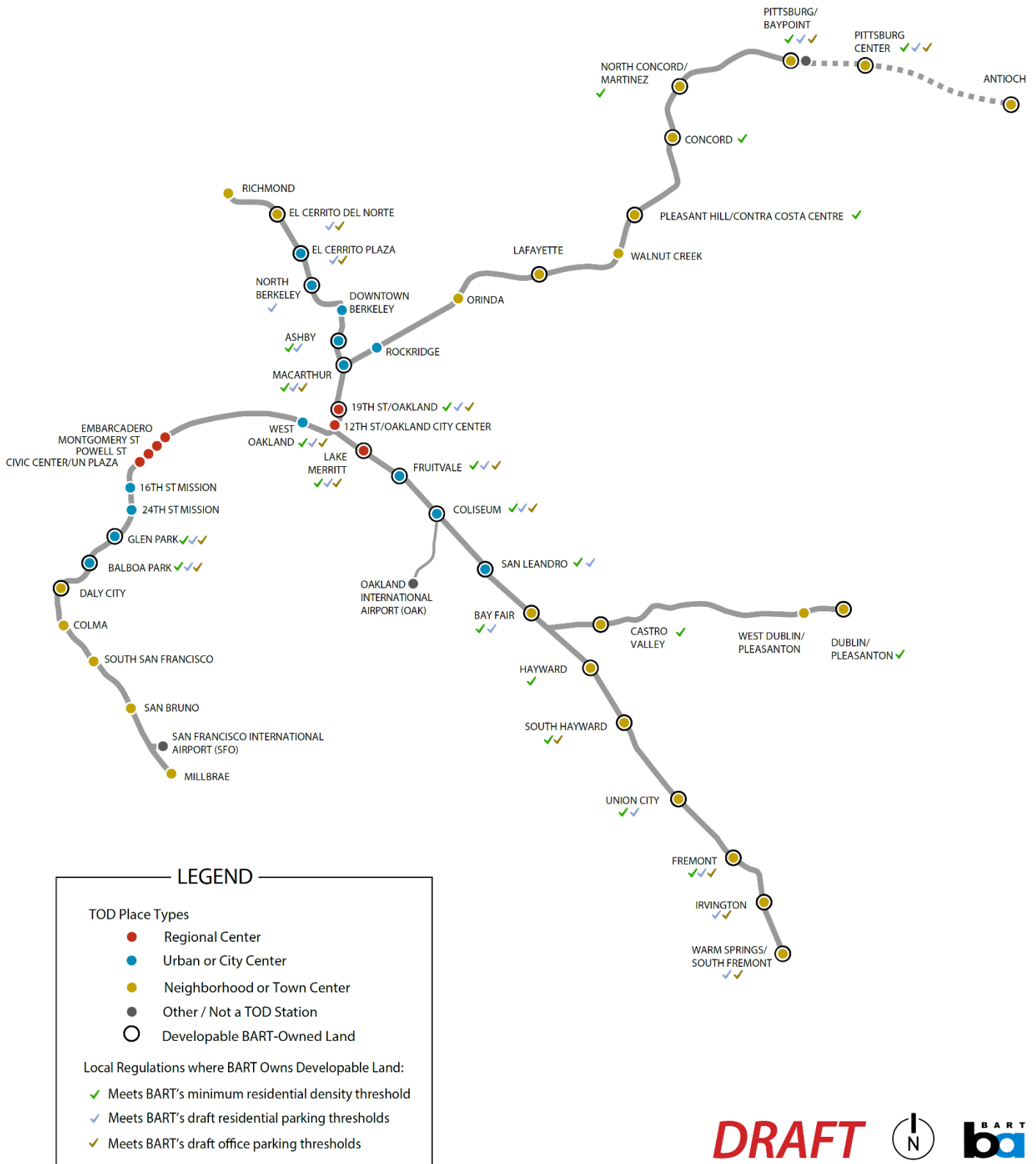


Table 2: GreenTRIP Requirements – for Reference

GreenTRIP Place Type ⁽¹⁾	GreenTRIP Certification Minimum Requirements		GreenTRIP Platinum Certification Minimum Requirements	
	Res Parking Max (Spaces/Unit)	TDM Reqts ⁽²⁾	Res Parking Max (Spaces/Unit)	Traffic Reduction Strategies ⁽³⁾
Regional Center	0.75	All 3	0.375	2 TDM + High
Urban Center	1.00	2 of 3	0.5	2 TDM + Medium
Urban Neighborhood	1.00	2 of 3	0.5	3 TDM + Medium
Sub-Regional Center	1.25	2 of 3	0.625	4 TDM + Medium
Town Center	1.50	1 of 3	0.75	3 TDM + Low
Neighborhood	1.50	1 of 3	0.75	3 TDM + Low

(1) GreenTRIP Place Types inspired by Plan Bay Area. BART will use three simple place types as shown in Table 1.

(2) TDM Requirements include Unbundled Parking, Free Transit Passes, and Free Carshare Memberships for Tenants

(3) GreenTRIP Platinum Requires a minimum dollar investment per unit: High: \$5,001+; Medium: \$3,001-\$5,000; Low: \$1,000-\$3,000. GreenTRIP provides a list of strategies and estimated costs per unit.