

Policy Goal	Intent	Standards for TOD on BART Land					Station Area Goals	
		#	Draft Performance Measures	Baseline	2025 Target	2040 Target	2040 Target	Unit of Measurement
A. Complete Communities	District Vitality and Growth	A1.	Residential Units to be produced on BART property	2,397	7,000	20,000	84%	Increase in Housing Units within 1/2 mile of BART stations from 2010 to 2040 ¹ (155,800 new units)
		A2.	Office/Commercial Square Feet to be produced on BART property	208,682	1,000,000	4,500,000	53%	Increase in Jobs within 1/2 mile of BART stations, 2010-2040 (277,500 new jobs) ¹
		A3.	Minimum net density threshold for units on BART property	Min 75 DU/Acre				
	Mix of Uses	A4.	# Station areas (1/2 mile) more than 1 mile from grocery store	9	7	0	85	Average Walkscore® for BART Stations (2016 Average: 75)
B. Sustainable Communities Strategy	Plan Bay Area (PBA) Implementation & Regional Quality of Life	B1.	% Units on BART Property supporting Station Area goal of 155,800 new units within 1/2 mile of BART	0.4%	3%	12%	All stations have a Station Area Plan supporting Plan Bay Area growth targets	
		B2.	% Planned jobs on BART Property supporting Station Area Goal of 277,500 new jobs within 1/2 mile of BART	0%	1%	5%		
		B3.	# Catalytic Development Projects (pushing market, using innovative materials, assembling land, etc)	8 total	1 per year	2 per year		
	Reduce Greenhouse Gas Emissions (GHG)	B4.	Regional GHG reduced by TOD on BART property (pounds/day)	TBD	TBD	TBD	TBD	% Reduction in per capita CO2 emissions, region-wide ¹
C. Ridership	Increase BART ridership	C1.	Estimated Weekday Riders generated from TOD on BART property (weekend ridership not included)	3,800	6,000	20,000	200,000	Added weekday ridership from growth within 1/2 mile of BART stations
	Increase off-peak and reverse commute ridership	C2.	TDM Programs established by cities, job centers, institutions near BART to encourage transit use	7	16 (All Regional Centers, City Centers)	33 (All Regional Centers, City Centers, Suburban Centers, Mixed-Use Corridors)	Growth in morning peak hour exits from 2015-2040 is <u>25%</u> greater in Centers outside San Francisco than in Downtown San Francisco ²	
D. Value Creation/Value Capture	Capture value of transit for infrastructure, TOD	D1.	Pilot new finance mechanisms to support transit, TOD	1: TBAD (In Progress) 2: Density Bonus for Community Benefits (El Cerrito)	TBAD, Density Bonus, EIFD, VMT Impact Fee all tested near BART stations	Test new tools as needed	Successful value capture mechanisms in widespread use to finance transit, TOD	
E. Transportation Choice	Reduce overall car ownership	E1.	Maximum parking spaces/residential unit	1.47	0.9 average across all BART development	lower than 2025 target of 0.9	65%	Share of HH with 0 or 1 Car within 1/2 mile of BART stations (2014: 57% with 0 or 1; 22% with 0 cars 4-County Total: 32%; 7%) ³
		E2.	Maximum parking spaces per 1,000 square feet office/retail	1.43 (Fruitvale, Richmond, Pleasant Hill)	1.6 average across all BART development	lower than 2025 target of 1.6	65%	Non-auto mode to work share for workers living within 1/2 mile of BART stations (2014: 54%; 4-County Total: 30%) ³
	Reduce vehicle miles traveled	E3.	Reduction in vehicle trips from standard development via TDM-related measures (e.g. car share, bike share, transit passes) - equivalent to GreenTrip		1/2 of BART housing projects incorporate TDM to reduce vehicle trips	3/4 of BART housing projects incorporate TDM to reduce vehicle trips		
F. Affordability & Equity	Ensure all incomes can live near transit	F1.	# affordable units on BART property	764	2,450	7,000	No net loss of low income households (91,000 HH earning less than \$50,000 living in 1/2 mile in 2014) ⁴	
		F2.	Share of housing units systemwide that are affordable	32%		35%		
	Increase Opportunities for Disadvantaged Businesses (Federal) and Small Businesses	F3.	Disadvantaged Business and Small Business Utilization	TBD	TBD	TBD		

¹ Source: Plan Bay Area 2040 Preferred Scenario. Scenario may be changed once EIR is complete in 2017. Includes stations that are currently under construction, but not planned stations. Goals for 1/2 mile are derived from evaluation of Plan Bay Area growth allocated to Priority Development Areas in Alameda, Contra Costa, San Francisco and San Mateo counties, and analysis of growth distribution to TAZ's near stations. Regional GHG goal will be aligned with forthcoming targets established by State of California.

² Consistent with Station Access Performance Targets, but extended to 2040.

³ Source: U.S. Census: 2009-2014 American Community Survey. Rolling average data across 4 year period. Data is for U.S. Census tracts clipped to 1/2 mile of BART, and proportionately adjusted.

⁴ Ibid. "Low Income" is defined as households earning less than \$50,000. In 2016, HUD defines a 2-person "Low Income" Household as earning less than \$60,150 in the East Bay, and \$78,800 in the West Bay. Data and future targets are in 2014 Inflation Adjusted dollars.