### BART Board of Directors: Transit-Oriented Development Policy Performance Measures and Targets

**POLICY GOAL** | **INTENT** | **STANDARDS FOR TOD ON BART LAND** | **2040 Target** | **STATION AREA GOALS**
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**A. Complete Communities** | **District Vitality and Growth** | **#** | **Baseline** | **2025 Target** | **2040 Target** | **Unit of Measurement** | **Target** | **Unit of Measurement** | **%** | **STATION AREA GOALS**
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| A. | Residential Units to be produced on BART property | A1. | 2,397 | 7,000 | 20,000 | Increase in Housing Units within 1/2 mile of BART stations from 2010 to 2040 (155,800 new units) | 84% | **|**
| | Office/Commercial Square Feet to be produced on BART property | A2. | 208,682 | 1,000,000 | 4,500,000 | | 53% | **|**
| | Minimum net density threshold for units on BART property | A3. | Min 75 DU/Acre | | | | | | | **|**
| | # Station areas (1/2 mile) more than 1 mile from grocery store | A4. | 9 | 7 | 0 | Average Walkscore® for BART Stations (2016 Average: 75) | 85% | **|**
| **B. Sustainable Communities Strategy** | **Plan Bay Area (PBA) Implementation & Regional Quality of Life** | **B1.** | 0.4% | 3% | 12% | All stations have a Station Area Plan supporting Plan Bay Area growth targets | | **|**
| | % Planned jobs on BART Property supporting Station Area Goal of 277,500 new jobs within 1/2 mile of BART | B2. | 0% | 1% | 5% | | | | | **|**
| | # Catalytic Development Projects (pushing market, using innovative materials, assembling land, etc) | B3. | 8 total | 1 per year | 2 per year | | | | | **|**
| | Regional GHG reduced by TOD on BART property (pounds/day) | B4. | TBD | TBD | TBD | TBD | % Reduction in per capita CO2 emissions, region-wide | | **|**
| **C. Ridership** | **Increase BART ridership** | C1. | 3,800 | 6,000 | 20,000 | Growth in morning peak hour trips from 2015-2040 is 25% greater in Centers outside San Francisco than in Downtown San Francisco | 200,000 | **|**
| | Estimated Weekday Riders generated from TOD on BART property (weekend ridership not included) | C1. | 16 (All Regional Centers, City Centers, Suburban Centers, Mixed-Use Corridors) | | | | | | | **|**
| **D. Value Creation/Value Capture** | **Capture value of transit for infrastructure, TOD** | D1. | 33 | TBD | TBD | Successful value capture mechanisms in widespread use to finance transit, TOD | | **|**
| | # affordable units on BART property | D1. | 16 (All Regional Centers, City Centers, Suburban Centers, Mixed-Use Corridors) | | | | | | | **|**
| **E. Transportation Choice** | **Reduce overall car ownership** | E1. | 0.9 average across all BART development lower than 2025 target of 0.9 | | | | | | | **|**
| | Maximum parking spaces/residential unit | E1. | 1.47 | | | | | | | **|**
| | Reduction in vehicle trips from standard development via TOD-related measures (e.g. car share, bike share, transit passes) | E3. | 1/2 of BART housing projects incorporate TOD to reduce vehicle trips | | | | | | | **|**

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Notes:
1. Source: Plan Bay Area 2040 Preferred Scenarios. Scenarios 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 TOD 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.
4. “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 $40,150 in the East Bay, and $57,800 in the West Bay. Data and future targets are in 2014 Inflation Adjusted dollars.