BART's Transit-Oriented Development Program

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Berkeley City Council Work Session
January 15, 2019

Presentation Overview

- BART's Transit-Oriented Development (TOD) Program
- BART's Transit-Oriented Development Process
- AB 2923 + Next Steps

Why TOD at BART Stations?

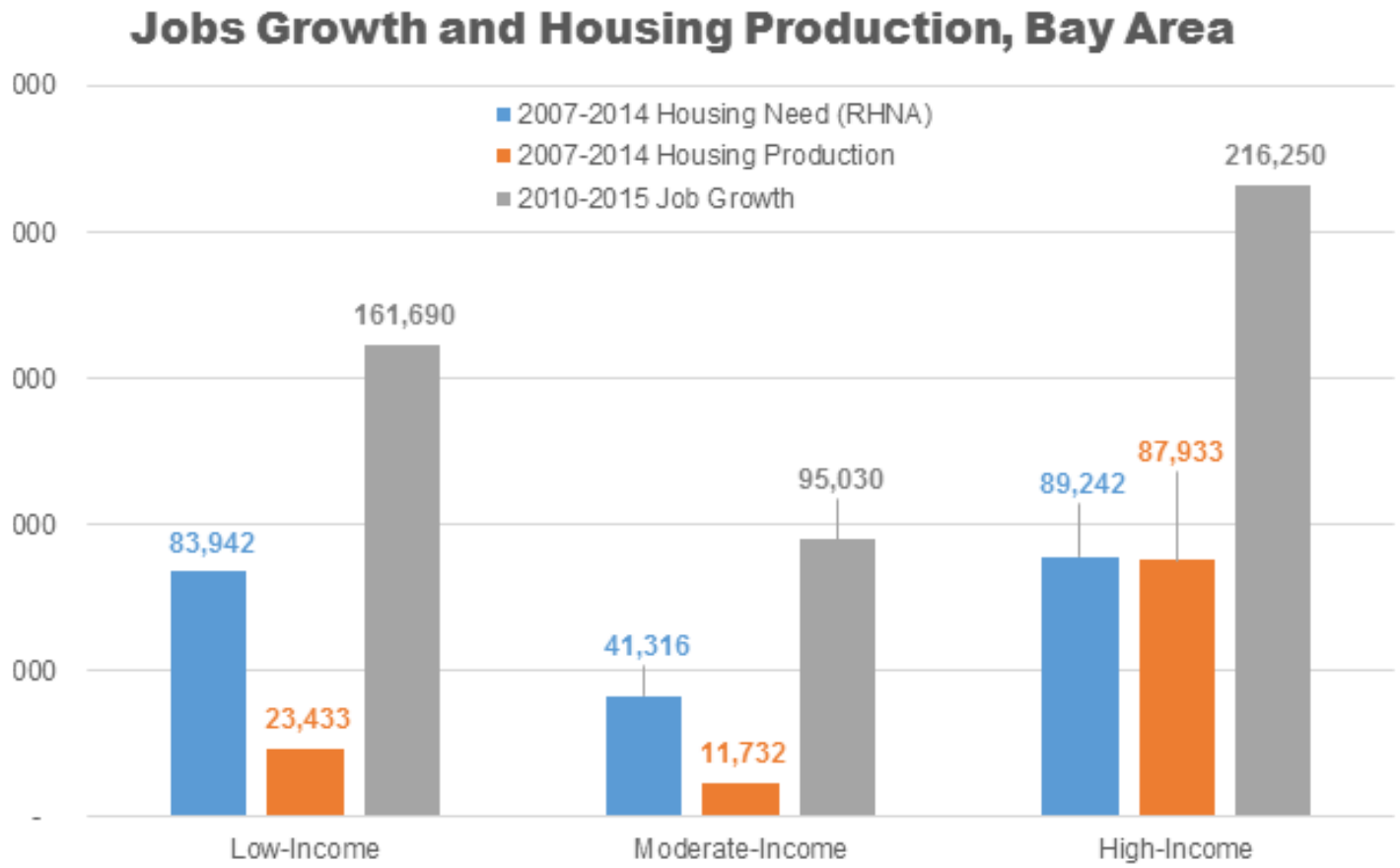
Help housing growth catch up with job growth

Regional Growth 2010-2015:

617,000 Jobs
56,000 housing units

11:1 ratio

(Source: MTC)



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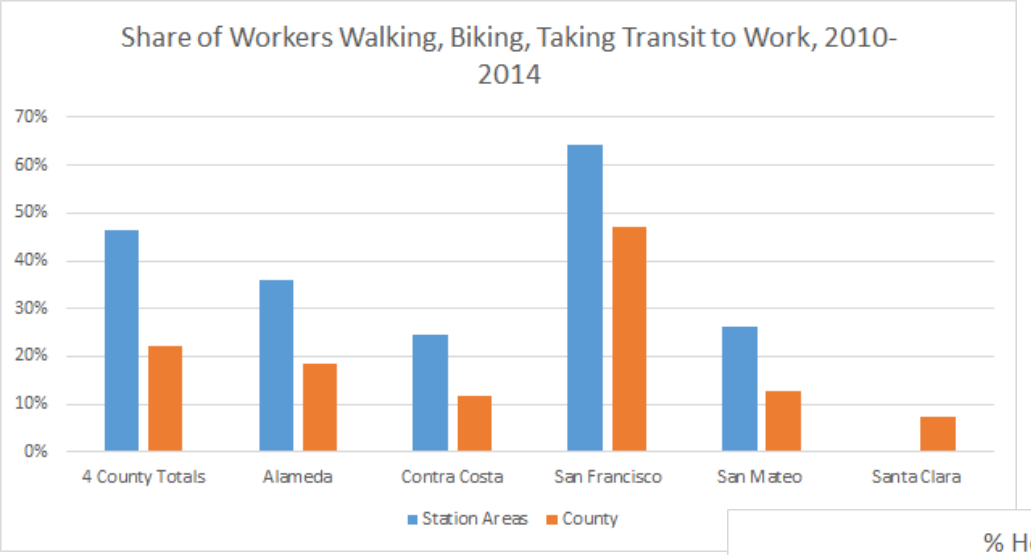
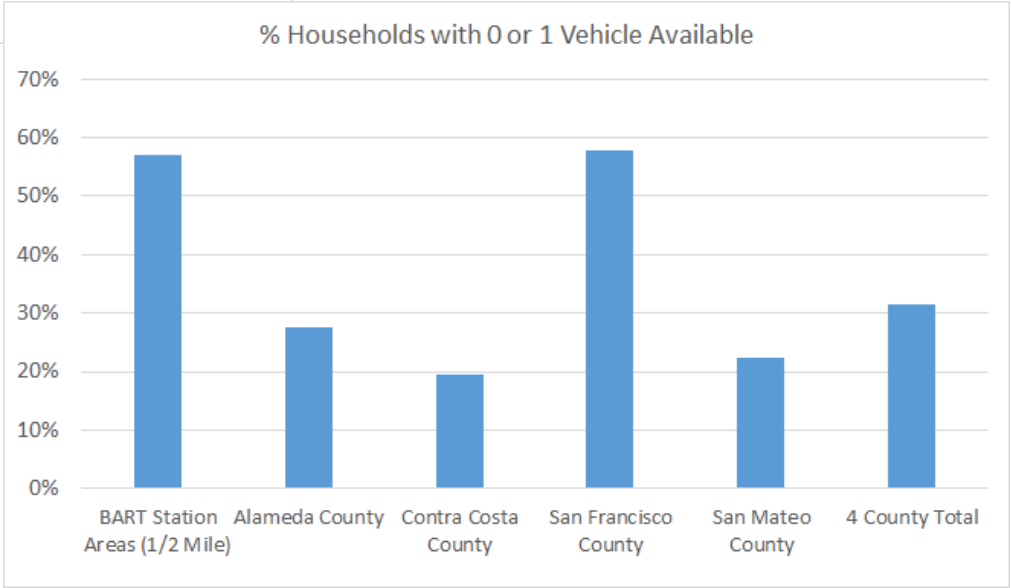


Offer Transportation Choices:
Almost half of commuters living ½ mile from BART walk, bike or take transit to work, vs. less than ¼ in the 4 county area

Reduce Auto Dependence:
More than half of households living ½ mile from BART own 1 or fewer cars – equivalent to San Francisco rates



BART's Transit-Oriented Development (TOD) Program

Active since 1990s

Development on BART Property to help BART achieve its goals:

- Ridership, Economic Development, Value Capture, Placemaking
- Affordable Housing, Innovation, Greenhouse Gas Reduction

2040 Board-adopted target:

- 20,000 housing units (35%, or 7,000 Affordable)
- 4.5 million square feet of commercial space

Future TOD opportunities: 250 acres, 26 of 48 stations in 16 jurisdictions

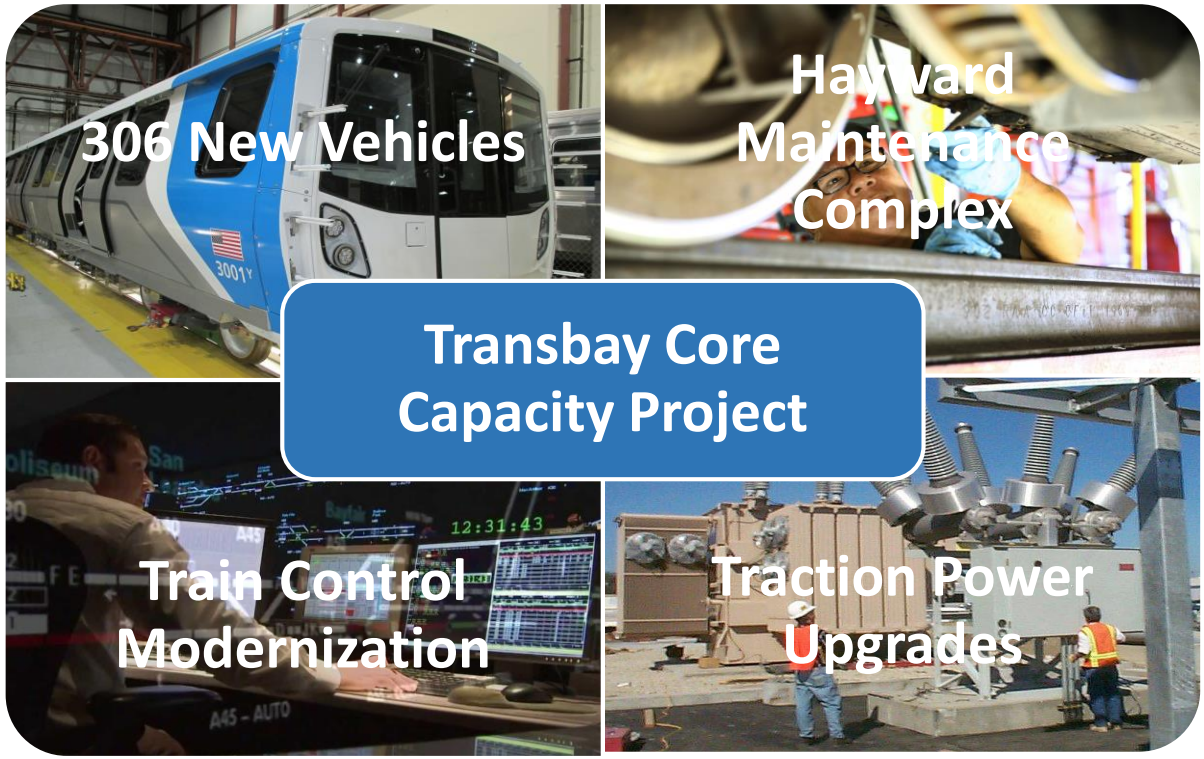
BART's TOD Portfolio December 2018

Status	Station	Total Units	Affordable Units	% Affordable	Office (SF)	Retail (SF)
Completed	Castro Valley (1993)	96	96	100%		
	Fruitvale Phase I (2004)	47	10	21%	27,000	37,000
	Pleasant Hill Phase I (2008)	422	84	20%		35,590
	Hayward (1998)	170	0	0%		
	Ashby (2011)	0	0	0%	80,000	
	Richmond Phase I (2004)	132	66	50%		9,000
	MacArthur Ph I (2016)	90	90	100%		
	San Leandro Ph I (2017)	115	115	100%	5,000	1,000
	West Dublin (2013)	309	0	0%		
	East Dublin (2008)	240	0	0%		
	South Hayward Ph I (2017)	354	152	43%		
	TOTAL COMPLETED	**1975**	**613**	**31%**	**112,000**	**82,590**
Under Construction	MacArthur (Mid-Rise)	385	0	0%		
	MacArthur (High Rise)	402	45	11%		39,100
	San Leandro Senior (2017-2019)	85	85	100%		
	Walnut Creek (began 2017)	596	0	0%		
	Coliseum (2017-2019)	110	55	50%		
	West Pleasanton/Workday (2019)	0	0	0%	410,000	
	Pleasant Hill Block C (began 2018)	200	0	0%		
	Fruitvale Phase IIA (began 2018)	94	92	98%		
	TOTAL UNDER CONSTRUCTION	**1872**	**277**	**15%**	**410,000**	**39,100**
TOTAL COMPLETED/UNDER CONSTRUCTION		**3847**	**890**	**23%**	**672,000**	**166,690**
Negotiations	Millbrae (Entitlements 2018)	400	100	25%	150,000	45,000
	West Oakland	TBD				
	Lake Merritt (Solicitation 2018)	TBD				
	Fruitvale Phase IIB	181	181	100%		6,000
	TOTAL NEGOTATIONS	**581**	**281**	**48%**	**150,000**	**51,000**

How will BART handle growing demand?

BART Transbay Corridor Core Capacity Project

- Objectives:
  - Increase Transbay capacity from 24 to 30 trains per hour
  - All 10 car trains (306 cars)
- Project elements:



Patron Throughput +45%

Why TOD at BART Stations?
Create places, enhance safety

Fruitvale BART Paseo - Before

Fruitvale BART Paseo - After

Marea Alta and San Leandro Senior

115 family affordable units + 85 senior affordable units
Child care center and courtyard playground
Largest modular affordable project on west coast
BRIDGE Housing

Rendering and top right image are used with permission of BRIGE Housing

Coliseum Transit Village

110 Units, 50% Affordable
$20+ million in City subsidy
Urban Core Development

BART's Development Process

1. Pre-Solicitation
2. Solicitation/ Selection
3. Project Refinement & Developer Agreement
4. Permitting & Construction

1. Pre-Solicitation

- Partnership with Cities to ensure zoning is aligned with Transit-Oriented Development principles
- CEQA documentation
- Advance transit-oriented development and active transportation access in and around stations
- Support regional greenhouse gas reduction goals and complete communities

2. Solicitation

- BART's TOD Policy: solicit for development only at BART stations with a transit supportive land use plan
- Use BART's TOD Performance Targets and policies to guide development
- Work with community, other stakeholders to identify development-specific Goals and Objectives
- Evaluation committee of BART, City, Stakeholders
- Use Goals & Objectives to score proposals

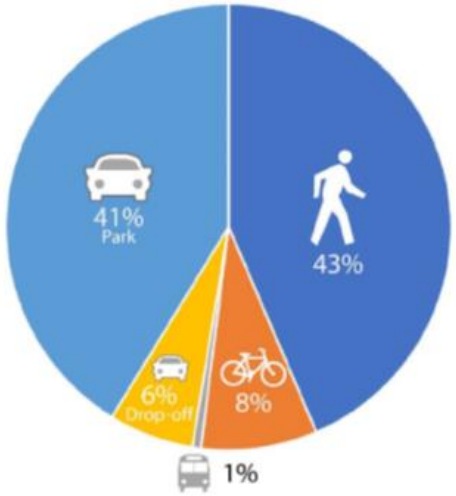
City and BART Staff present at the North Concord Solicitation Meeting / Small Business Matchmaking

3. Project Development

- Developer seeks City entitlements, secures financing, designs project concept
- BART leads access study to identify replacement parking, other access needs
- BART and developer negotiate financial and other terms
- City Council approves project
- BART Board approves project

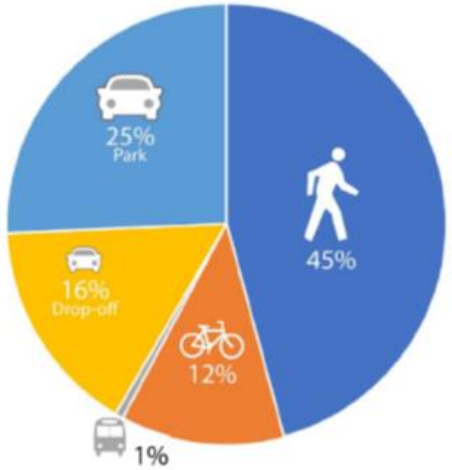
2008

Entries: 3,960 daily



2015

Entries: 4,900 daily



Access Study Takes Current Trends into Consideration (North Berkeley BART Access Mode Trends)

3. Project Development

Determine Replacement Parking and Access Approach

- Access investments (including parking) are informed by public process
- Currently testing new replacement parking approach at El Cerrito Plaza
- Findings would guide North Berkeley approach

AB 2923 Overview

- Authored by Assemblymembers Chiu, Grayson
- Signed by Governor Brown on September 30, 2018
- Two Core Legislative Changes, and Additional BART Requirements
    1. TOD Standard Setting for BART-owned property
    2. Development Streamlining (SB 35, 2017)
- Only applies to currently owned BART property near existing Stations in Alameda, Contra Costa, and San Francisco Counties
- Possibly applies to potential future Irvington station
- Expires in 2029

AB 2923: Standard Setting

TOD Standards

BART Board adopts Standards for certain stations by **mid-2020** for *existing BART-owned property only in 3 BART Counties:*

- Height Limits, Density, Floor-Area-Ratio, Parking Mins/Max
- Minimum: 2017 TOD Guidelines
- Maximum: Tallest of (1) current residential "highest approved height" in ½ mile or (2) 50% above 2017 TOD Guidelines
- Subject to CEQA review

If current BART property zoning is within 10% of 2017 TOD Guidelines height and FAR, exempt from Standards

Cities rezone BART property by **mid-2022** to meet BART standards, will incorporate BART's CEQA work

If BART Board does not adopt Standards, 2017 TOD Guidelines become Standards

2017 TOD Guidelines: Figure 1 & Table 1

Figure 1. BART Staff Evaluation of Transit Oriented Place Types, Parking and Density Thresholds

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

BART Draft Parking Proposal for TOD Guidelines				Development (75 res units/acre min)	
BART TOD Place Type	Parking Overall	Residential Auto Parking Maximum (Spaces/Unit)	Office Auto Parking Maximum (Spaces/ 1,000 sf)	Residential Target Height	Office Target Height
Regional Center	No Auto Parking Minimum. Shared /Unbundled. Secure Bike Parking – min 1 space/unit	0.375	0	High rise (if feasible) – Minimum 12 stories	
Urban Neighborhood/ City Center		0.5	1.6	Mid-rise - 7 stories minimum	
Neighborhood / Town Center		1	2.5	Mid-rise - 5 stories minimum	

Timeline: AB2923

'18	2019				2020				2021				2022			
Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4

Sept 30, 2018 – AB 2923 became law

Dec 2018 - Board Update: AB 2923 Overview

Board Update

Board Action

State or Local Action

Phase 1: Listening, Learning, Education

Spring 2019 - Board Update: Standard Setting Approach

Phase 2: BART Standard Setting & CEQA Clearance

Board reviews draft standard alternatives

By July 1, 2020 – Board Action: Adopt Development Standards & CEQA findings, or revert to 2017 TOD Guidelines

Cities Adopt Zoning by July 1, 2022
(or default to BART standards)

Phase 3: Ongoing TOD Project Initiation – affected by AB 2923 until bill sunsets 2029