North Berkeley BART Town Hall

March 15, 2018
Overview

No proposed project or concept

Presentation covers:

• Introduction to Transit-Oriented Development (TOD)
• BART’s TOD Program
• North Berkeley BART Station Overview
• Q&A
What is Transit-Oriented Development (TOD)?

Development offering a compact mix of uses, incomes, and civic amenities, featuring better bicycle and pedestrian connections to transit stops.
**Regional Growth 2010-2015:**

- 617,000 Jobs
- 56,000 housing units
- 11:1 ratio

(Source: MTC)
**Why TOD at BART Stations?**

**Offer Transportation Choices:**
Over 40% of commuters living within ½ mile of BART walk, bike or take transit to work, vs. 20% 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
Why TOD at BART Stations?
Create places, enhance safety
BART TOD Policy Overview - Goals

A. Complete Communities. Partner to ensure BART contributes to neighborhood/district vitality, creating places offering a mix of uses and amenities.

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 achieve 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.
A. **Complete Communities:** 20,000 units and 4.5 million square feet commercial by 2040. Min density 75 du/ac.

B. **Sustainable Communities Strategy:** 1-2 catalytic projects per year. GHG Reduction.

C. **Ridership:** Weekday ridership, Transportation Demand Management (TDM) Programs in Job Centers near BART.

D. **Value Capture:** Pilot new finance mechanisms to support transit, TOD

E. **Transportation Choice:** 0.9 car parking spaces/unit average; 1.6 car parking spaces/1,000 sf office/retail average. ½ to ¾ of TOD projects include transportation demand management

F. **Affordability & Equity:** 35% units affordable. Require at least 20% at every station where BART has residential component
## BART’s TOD Program to Date

<table>
<thead>
<tr>
<th>Development Status</th>
<th>Number of Projects</th>
<th>Housing Units</th>
<th>% Affordable Housing</th>
<th>Commercial Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Completed</td>
<td>11</td>
<td>1,975</td>
<td>31%</td>
<td>195,000</td>
</tr>
<tr>
<td>Under Construction</td>
<td>7</td>
<td>1,872</td>
<td>15%</td>
<td>450,000</td>
</tr>
<tr>
<td>Approved/In Negotiations</td>
<td>6</td>
<td>TBD</td>
<td>At least 20%</td>
<td>1,000,000+</td>
</tr>
<tr>
<td><strong>Total Completed/Under Construction</strong></td>
<td><strong>18</strong></td>
<td><strong>4,247</strong></td>
<td><strong>23%</strong></td>
<td><strong>643,690</strong></td>
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</tbody>
</table>
Marea Alta and San Leandro Senior

115 family affordable units, 85 senior affordable units, child care center

BRIDGE Housing
55 units affordable to low and very low income households
55 units unrestricted
2,000 sq ft retail
Partnership with City of Oakland - $20 m in City funds invested
UrbanCore Partners
South Hayward: Alta Mira and Cadence

**Two projects:**
- 154 units affordable family & senior housing
- 202 units market rate housing

**Developers:**
AMCAL and Eden Housing
BRIDGE Housing, Master Developer
90 units affordable housing completed ("Mural")
787 units under construction – two, 7 story buildings and a 24 story high rise
North Berkeley BART

Change in how patrons access station

Entries: 3,960 daily

Entries: 4,900 daily

Note: Home origin
How do people get to the station?

The average park and ride patron drives 1.5 miles, vs 2.7 systemwide.
Station Pairs: Downtown Berkeley

Legend:
- Origins by mode to station:
  - Walk
  - Bicycle
  - Bus, train, or other transit
  - Drive alone / carpool
  - Drop off / taxi / other
- BART line and station
- One-mile Station Buffer
- Half-mile Station Buffer
- Passenger Rail

Map showing station pairs around Downtown Berkeley and North Berkeley with various symbols indicating different modes of travel.
No additional weight on station/tracks

Supports must be outside area of Influence: ~30-40’ on either side

4-5 acres developable of 8.1 acres total

Other considerations:
- Transit operability after major quake
- Fire secure
- Many other manageable engineering requirements
What can be done in “zone of influence”

Iron Horse Trail: Pleasant Hill/Contra Costa Centre BART

Outdoor retail seating, Fruitvale BART

Civic Center Plaza, Hayward BART

Upgraded station entrance & transit center, Richmond BART
Considerations

- Mixed-use residential
- Affordable housing & supportive services
- Community-serving retail
- Placemaking
- Community facilities
- Station access
QUESTIONS?