



BART's Transit-Oriented Development (TOD) Program



SPUR Lunchtime Forum
June 7, 2018
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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

By 2040, aim to produce:

- 20,000 Housing Units (35% Affordable)
- 4.5 million square feet of commercial space



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
Construction/ Planned	MacArthur Ph II (begins 2017 & 2018)	787	56	7%		39,100
	San Leandro Ph II (2017-2019)	85	85	100%		
	Walnut Creek (began 2017)	596	0	0%		
	Coliseum Phase I (2017-2019)	110	55	50%		
	West Pleasanton (2017-2019)	0	0	0%	410,000	
	Pleasant Hill Block C (began 2018)	200	0	0%		
	Fruitvale Phase IIA (began 2018)	94	92	98%		
TOTAL UNDER CONST. & PLANNED		1872	288	15%	410,000	39,100
Negotiations/ Solicitations	Millbrae (Entitlements 2018)	400	80	20%	150,000	45,000
	West Oakland					
	Lake Merritt (Solicitation 2018)	TBD				
GRAND TOTAL		4247	981	23%	672,000	166,690



Placemaking with TOD: Pleasant Hill/Contra Costa Centre





Why TOD at BART Stations? Create places, enhance safety





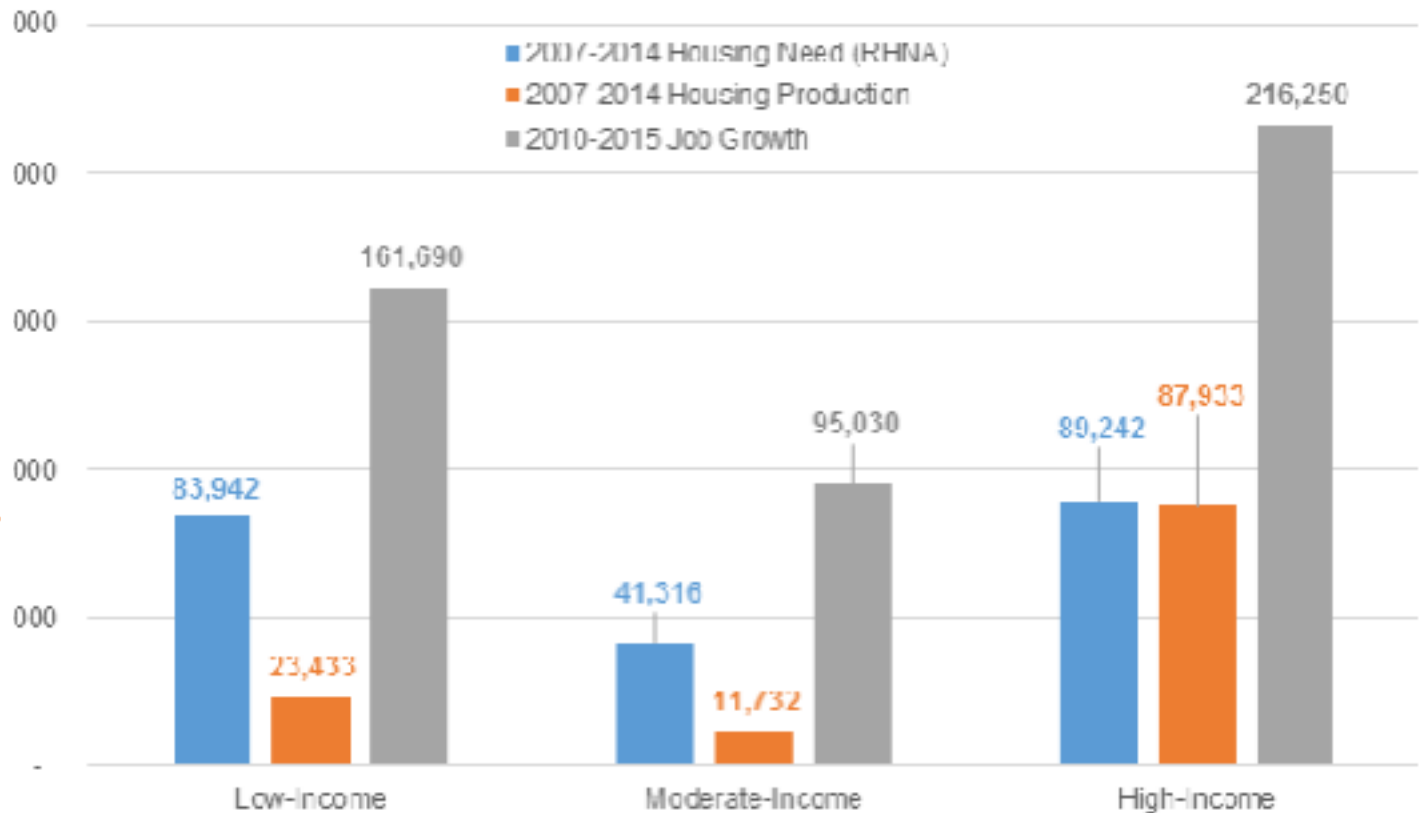
Why TOD at BART Stations? Address Housing Crisis

Help housing growth catch up with job growth

**Regional
Growth
2010-2015:
617,000
Jobs
56,000
housing units
11:1 ratio**

(Source: MTC)

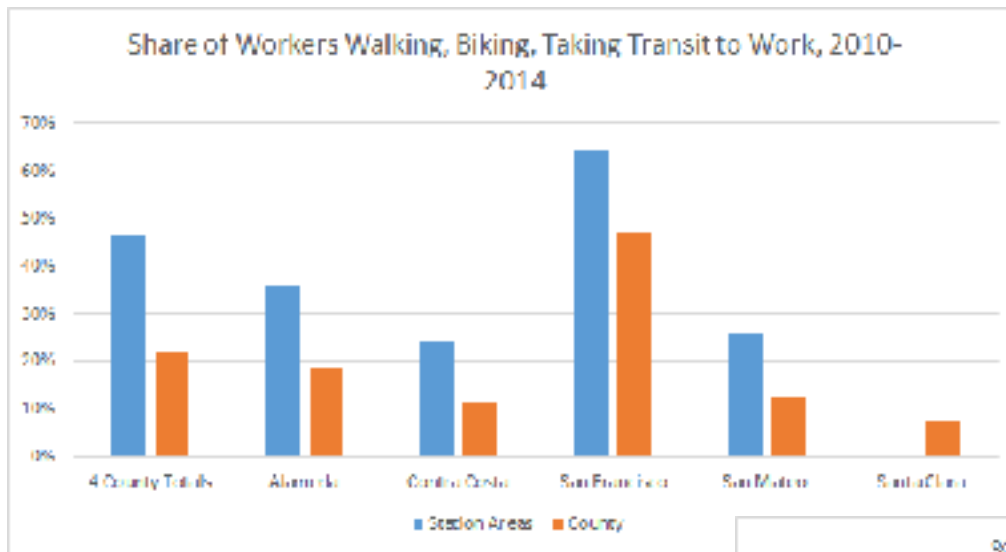
Jobs Growth and Housing Production, Bay Area





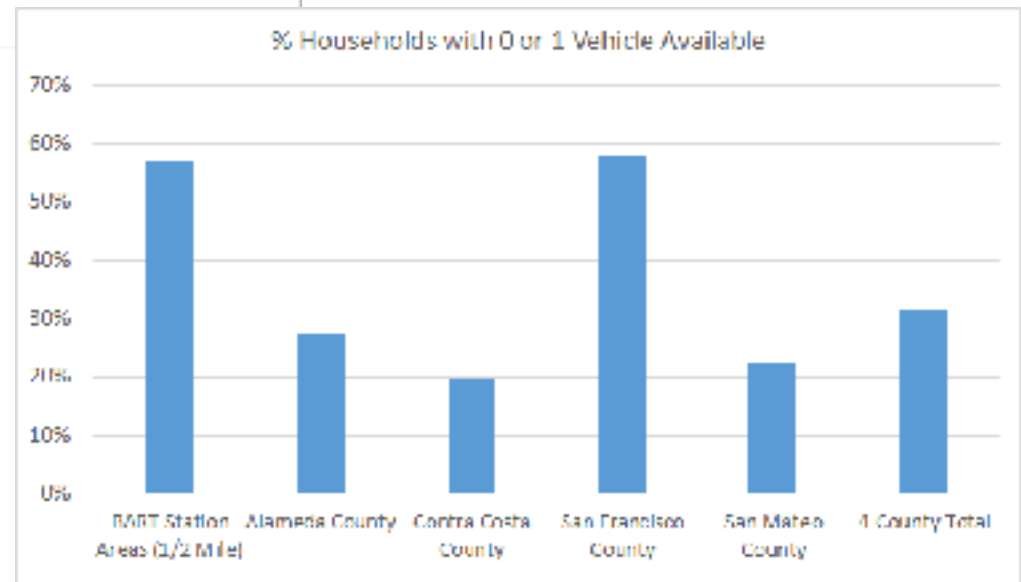
Why TOD at BART Stations?

Grow ridership, not traffic/parking problems



Almost half of commuters living 1/2 mile from BART walk, bike or take transit to work, vs. less than 1/4 in the 4 county area

More than half of households living 1/2 mile from BART own 1 or fewer cars – equivalent to San Francisco rates





Lessons Learned from 28 Years of TOD @ BART

- Surface Parking = Land Banking
- Strategically locate station & trackway facilities to avoid expensive relocation
- Think about access early & often!
 - Curb space a growing commodity
 - Convenient transfers
 - Right-size bus intermodals & layover needs
 - Work with pedestrian desire lines
 - Patron parking does not need



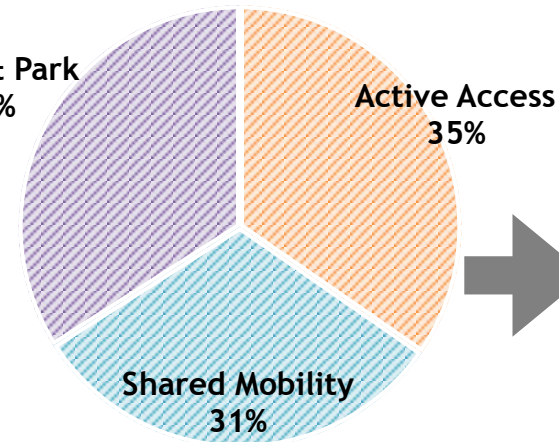
*All stations must be paratransit accessible

Note: All stations must always remain readily accessible to and usable by people with disabilities

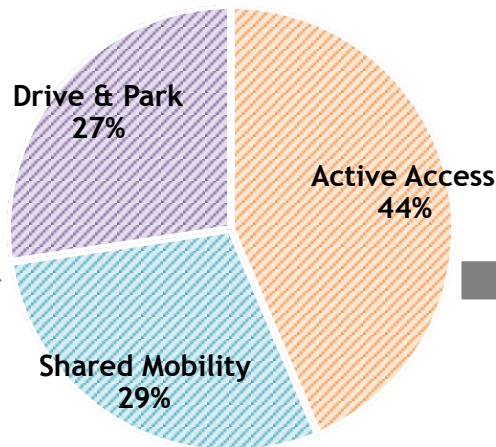


Changing Trends...

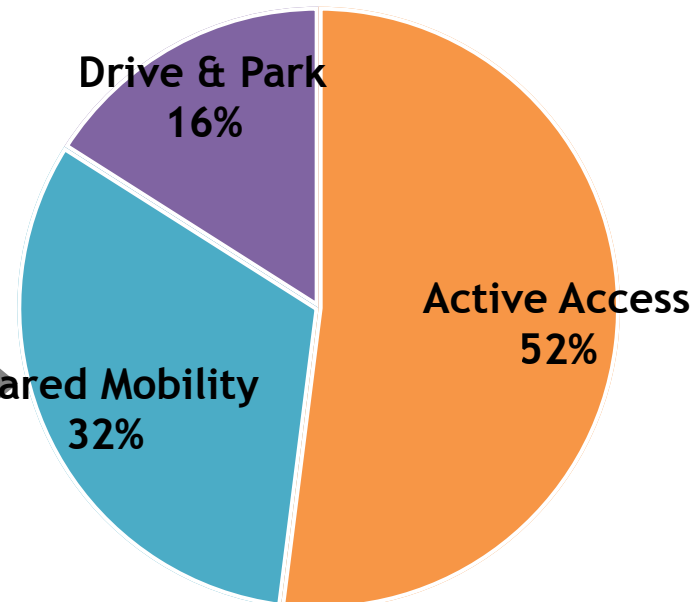
2008 ACCESS MODE Share



2015 ACCESS MODE Share*



2025 Target ACCESS MODE Share



Active Access: Walk, Bike

Shared Mobility: Transit, Shuttle, TNC, Drop-Off, Carpool

Drive & Park: Drive Alone



BART Station Access Policy : Goals



A. Safer, Healthier, Greener. *Advance the region's safety, public health, and greenhouse gas (GHG) and pollution-reduction goals.*



B. More Riders. *Invest in station access to connect more riders cost effectively, especially where and when BART has available capacity.*



C. More Productive and Efficient. *Manage access investments, programs, and current assets to achieve goals at the least cost.*



D. Better Experience. *Be a better neighbor, and strive for an excellent customer experience, including on the first and last mile of the trip to and from BART stations.*



E. Equitable Services. *Invest in access choices for all riders, particularly those with the fewest choices.*



F. Innovation and Partnerships. *Be an innovation leader, and establish durable partnerships with municipalities, access providers, and technology companies.*



Station Access Typology - Investment Matrix

STATION TYPE	PRIMARY INVESTMENTS	SECONDARY INVESTMENTS	ACCOMMODATED	NOT ENCOURAGED
URBAN	 Walk Bicycle	 Transit and Shuttle	 Taxi and TNC Drop-off and Pick-up	 Auto Parking*
URBAN WITH PARKING	 Walk Bicycle	 Transit and Shuttle	 Taxi and TNC Drop-off and Pick-up	 Auto Parking*
BALANCED INTERMODAL	 Walk Bicycle	 Transit and Shuttle Drop-off and Pick-up	 Taxi and TNC Auto Parking*	
INTERMODAL/AUTO RELIANT	 Walk	 Bicycle Drop-off and Pick-up Transit and Shuttle	 Taxi and TNC Auto Parking*	
AUTO DEPENDENT	 Walk	 Bicycle Drop-off and Pick-up Auto Parking* Transit and Shuttle	 Taxi and TNC	

Primary Investments:
BART will prioritize investments of funds and staff time on and off of BART property, consistent with access goals; priority projects best achieve policy goals, focus on safety and sustainability.

Secondary Investments:
BART will invest funds and staff time on and off of BART property, consistent with policy goals; secondary investments balance policy goals.

Accommodated:
BART will maintain and manage existing assets, and partner with other access providers as needed.

Not Encouraged:
BART will not invest in construction of parking expansion.

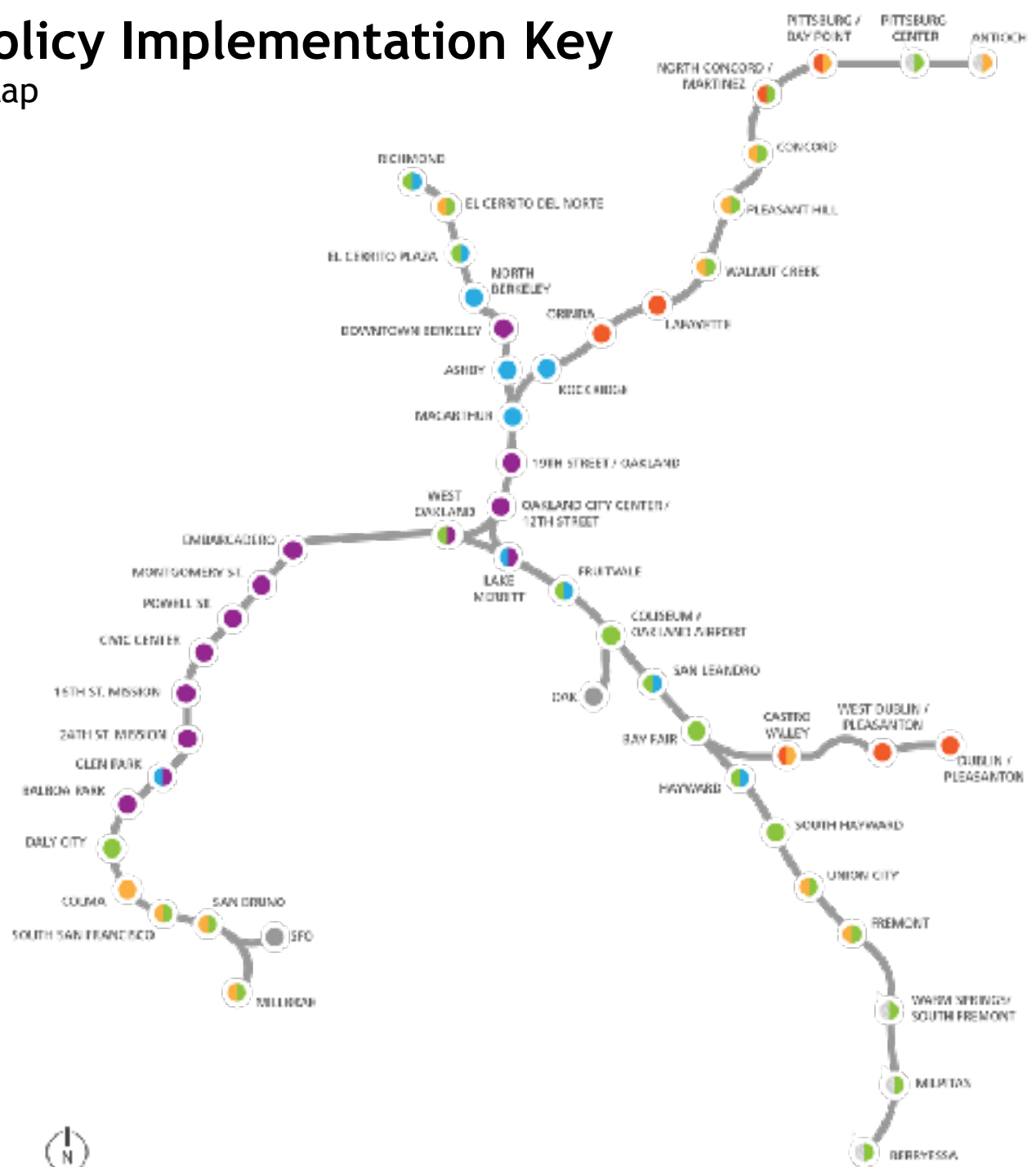
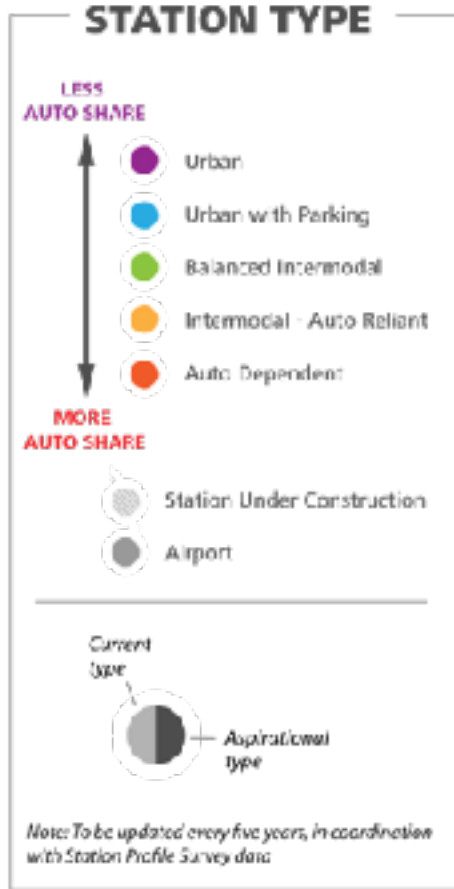
Note: TNC is for Transportation Network Company (shared use)

*Parking Management is a secondary investment at all stations with parking.

*Parking replacement for transit-oriented development to be determined by BART's Transit-Oriented Development Policy.

Station Access Policy Implementation Key

Station Access Typology Map





Evolution of BART's TOD Priorities

TOD 1.0 (Pre-2005)

1:1 Parking Replacement

Value Capture
Sale/Lease Revenue

Placemaking/
Economic
Revitalization



TOD 2.0 (2005-2016)

Ridership - Variable
Parking Replacement

Value Capture
Long term lease
revenue &
participation

Defer to City Visions
for TOD (&
Redevelopment
Funds)



TOD 3.0 (Current)

Ridership - Diverse
Times/Locations &
Variable Parking
Replacement

Value Capture &
Diversify BART
Revenue (Ground
Lease)

Community Benefits
Complete
Communities/Regional
Climate & Housing
Goals



www.bart.gov/TOD



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