Good TOD

July 7, 2016
SPUR
Caltrain TOD Context: Growing Demand For Service

- Extraordinary Ridership Growth
- Projected Continued Growth
- High Speed Rail Service on the Peninsula
- Increasing Land Use Intensities
Ridership (Daily)

Average Weekday Ridership

Year


20,000 25,000 30,000 35,000 40,000 45,000 50,000 55,000 60,000 65,000
Bi-directional commute with riders standing on trains going southbound and northbound. Stats from low ridership month.

<table>
<thead>
<tr>
<th>Train No.</th>
<th>Depart SJ</th>
<th>Max Load</th>
<th>Train Seating Capacity</th>
<th>Percent of Seated Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>319</td>
<td>7:03 AM</td>
<td>951</td>
<td>762</td>
<td>125%</td>
</tr>
<tr>
<td>323</td>
<td>7:45 AM</td>
<td>950</td>
<td>762</td>
<td>125%</td>
</tr>
<tr>
<td>329</td>
<td>8:03 AM</td>
<td>882</td>
<td>762</td>
<td>116%</td>
</tr>
<tr>
<td>375</td>
<td>5:23 PM</td>
<td>841</td>
<td>762</td>
<td>110%</td>
</tr>
<tr>
<td>217</td>
<td>6:57 AM</td>
<td>818</td>
<td>650</td>
<td>126%</td>
</tr>
<tr>
<td>225</td>
<td>7:50 AM</td>
<td>764</td>
<td>762</td>
<td>100%</td>
</tr>
<tr>
<td>269</td>
<td>4:39 PM</td>
<td>756</td>
<td>762</td>
<td>99%</td>
</tr>
<tr>
<td>313</td>
<td>6:45 AM</td>
<td>747</td>
<td>762</td>
<td>98%</td>
</tr>
<tr>
<td>233</td>
<td>8:40 AM</td>
<td>722</td>
<td>650</td>
<td>111%</td>
</tr>
<tr>
<td>215</td>
<td>6:50 AM</td>
<td>719</td>
<td>650</td>
<td>111%</td>
</tr>
</tbody>
</table>
At Capacity
Balance of Transit and Development

• Ensure transit goals are identified and planned for in and around stations
• Often developers’ goals are in conflict with transit goals
• Planning for future growth to allow transit systems and stations to realize their full ridership potential
Future Transit Growth and TOD

- Station Access Planning
- Right of Way Preservation
- Caltrain TOD Projects in the Pipeline
Station Access Planning

• Should happen early to influence and inform site development

• Access Planning Components:
  o Horizon planning date
  o Ridership demand and target mode split
  o Sizing multimodal access facilities appropriately
  o CIP linked to implementation and funding of access improvements to phasing of developments
Right of Way Preservation

• Ensure development is compatible with future transit needs
• Neighbor requests (with political support) might conflict with long range right of way needs
• Good stewards of land designated for purposes of public transit
Planning Tools in Development

• Station Management Tool Box to plan for TOD and multi-modal access improvements
  o Create a framework to help guide decisions about how limited space should be allocated

• Right of Way Preservation Policy
  o Establish a policy framework around when and how it makes sense for the agency to set aside or develop property
Current Caltrain TOD Efforts

- Identified station sites that have sufficient room for more track infrastructure and TOD
- Working with cities that have supportive land use policies: station area plans, TOD zoning
  - San Carlos: 200 units
  - Hayward Park: 100-150 units
In Closing… Good TOD?

- Development which supports multi-modal access to facilitate long term growth
- Achieved through good transportation planning + supportive land use policies
- Continuous city collaboration to identify and implement shared transportation goals to create a supportive urban form
Questions:
Jill Gibson, Principal Planner
Email: gibsonj@samtrans.com
VTA’s Approach

- Development via long-term ground leases on VTA-owned sites next to transit facilities
- Identify new sites when planning for new transit – BART Phase 2, LRT, BRT
- Create incentives to intensify land use around stations, grow transit communities
The Sites

- www.vta.org/realestate/jointdevelopmentportfolio

- 23 sites
- 200 acres
- Mostly park and ride lots
- More to come
VTA Objectives

• VTA seeks to create mixed-use, mixed-income TOD:
  - Generate revenues for transit and other investment
  - Increase transit ridership
  - Create neighborhood amenities that enhances transit

• Address critical community needs:
  - Below-market rate housing – 35% of total residential
  - Community workforce opportunities
Opportunities and Challenges

• VTA Board and management is focused on the potential of joint development

• Entitlements a key challenge
  • 17 sites in City of San Jose
  • Mountain View Evelyn lot

• Collaboration with local government

• Need a smarter approach on replacement parking
Next Stop: Good TOD

San Jose Spur Forum—Thursday, July 7, 2016
Agenda

- Ridership Growth
- Transit Access
- Plan Bay Area
- TOD Partnerships
- Reverse Job Commutes
- Capitalize on Larger Station Area
Next Stop: Good TOD

Ridership Growth (FY73 – FY15)

<table>
<thead>
<tr>
<th>Year</th>
<th>Growth</th>
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</thead>
<tbody>
<tr>
<td>FY15</td>
<td>6.0%</td>
</tr>
<tr>
<td>FY14</td>
<td>1.7%</td>
</tr>
<tr>
<td>FY13</td>
<td>7.0%</td>
</tr>
<tr>
<td>FY12</td>
<td>6.2%</td>
</tr>
<tr>
<td>FY11</td>
<td>3.1%</td>
</tr>
</tbody>
</table>
• Changes in BART system (spring 2008 – spring 2015) include:
  
  – Two new stations: West Dublin/Pleasanton (February 2011) and Oakland International Airport (November 2014)
  
  – Average weekday ridership up 19% between the two survey periods (+69,300 trips/day)
  
  – Introduction of demand-based parking fee increases
  
  – Fewer restrictions on bicycles onboard during commute hours; increased bicycle parking

  – Implementation of Clipper and rapid growth in use
Next Stop: Good TOD

BART Ridership Linked to SF Jobs

BART Ridership vs San Francisco County Jobs by Location
Correlation with San Francisco County Jobs is Extremely Strong
14,200 people in cars* per hour move over the Bay at rush hour.

27,000 people per hour move under the Bay at rush hour.

*Assumes average of 1.7 persons per vehicle (Caltrans)
Q: Where are you coming from (the starting place for this one-way trip)?
Base: weekday trips

PRELIMINARY RESULTS

**“Social/recreational” category added for 2015 survey; comparable 2008 categories were combined.
^2015 categories included in “School:” college student, K-12 student, school-related activity
## Top Home-based Ridership Changes: Spring 2008 - 2015

<table>
<thead>
<tr>
<th>Station</th>
<th>Change in Home-Based Entries</th>
<th>% Chg</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Dublin/Pleasanton</td>
<td>2,712</td>
<td>NA</td>
</tr>
<tr>
<td>19th St. Oakland</td>
<td>2,126</td>
<td>86%</td>
</tr>
<tr>
<td>Millbrae</td>
<td>1,834</td>
<td>62%</td>
</tr>
<tr>
<td>Coliseum</td>
<td>1,670</td>
<td>65%</td>
</tr>
<tr>
<td>West Oakland</td>
<td>1,631</td>
<td>39%</td>
</tr>
<tr>
<td>Fruitvale</td>
<td>1,490</td>
<td>27%</td>
</tr>
<tr>
<td>Fremont</td>
<td>1,284</td>
<td>24%</td>
</tr>
<tr>
<td>Lake Merritt</td>
<td>1,268</td>
<td>42%</td>
</tr>
<tr>
<td>MacArthur</td>
<td>1,261</td>
<td>29%</td>
</tr>
<tr>
<td>Pittsburg/Bay Point</td>
<td>1,191</td>
<td>25%</td>
</tr>
</tbody>
</table>

*PRELIMINARY RESULTS*

BART Marketing and Research Department
Beyond BART Property: Access from Home to BART

- With BART’s parking supply approximately flat since 2008, ridership growth has been accommodated by walking, cycling or getting dropped off at stations. Fewer are driving or taking transit.

Q: How did you get from (origin trip purpose) to the (entry station) for this trip?
Base: weekday trips with home origins
PRELIMINARY RESULTS FROM 2015 STATION PROFILE SURVEY
*Includes motorcycle/motorized scooter and carpool
The “BART Premium”

Property Value Premiums – Single Family Homes

Source: Strategic Economics, County Assessor Data, 2013
The “BART Premium”

Property Value Premiums - Condos

- Within 1/2 mile: 15.0%
- 1/2 to 1 mile: 10.4%
- 1 to 2 miles: 7.4%
- 2 to 5 miles: 1.3%

Source: Strategic Economics, County Assessor Data, 2013
The “BART Premium”

Office in East Bay and N. San Mateo County, vs. outside ½ Mile

Road Distance to Nearest BART Station

- Within 1/4 mile: 13.7%
- 1/4 to 1/2 mile: 7.6%

$65 million/year in added revenue

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

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 maximize 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.
Three BART District Counties for 2040

Job Growth
• 565,000
• 50% of growth near BART

Household Growth
• San Francisco 100,000
• Alameda 160,000
• Contra Costa 90,000
• Total 350,000
• Over 40% of growth near BART

Five Counties (includes San Mateo and Santa Clara)

Job Growth
• ~ 1,000,000
• nearly 40% near BART

Household Growth
• 625,000, over 30% near BART

BART System Map and Priority Development Areas

MTC / ABAG Priority Development Areas (May 2012)

Sources: USGS, ESRI, TANA, AND, Sources: Esri, DeLorme, USGS, NPS.
What’s Changed since 2005?

1. Plan Bay Area

- Calls for 660,000 new housing units 2010-2040, above past pace and “PDA readiness” estimates
- BART counties achieving 44% – 64% of what they need

<table>
<thead>
<tr>
<th>County</th>
<th>2007-2014 Housing Need (and Affordable) (RHNA)</th>
<th>Permits Issued (and affordable permits issued)</th>
<th>Percent of RHNA Met (and percent affordable RHNA met)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alameda</td>
<td>44,937 (17,633)</td>
<td>19,615 (4,794)</td>
<td>44% (27%)</td>
</tr>
<tr>
<td>Contra Costa</td>
<td>27,072 (10,837)</td>
<td>16,800 (2,388)</td>
<td>62% (22%)</td>
</tr>
<tr>
<td>San Francisco</td>
<td>20,103 (12,124)</td>
<td>20,103 (5,401)</td>
<td>64% (44%)</td>
</tr>
<tr>
<td>San Mateo</td>
<td>8,169 (6,169)</td>
<td>8,169 (1,343)</td>
<td>52% (22%)</td>
</tr>
<tr>
<td>Total</td>
<td>100,281 (46,763)</td>
<td>64,687 (13,926)</td>
<td>65% (30%)</td>
</tr>
</tbody>
</table>
2. Ridership

- Correlation of BART ridership to San Francisco job growth continues
- Exacerbated by jobs-housing imbalance
3. Market Strength and Housing Affordability

- **2000**: 223,000 low income households lived in naturally affordable housing
- **2013**: 117,000 low income households lived in naturally affordable housing
- **Loss** of 47% of naturally affordable units while the number of low-income households grew by 10%
- More than 250,000 very low income households do not have access to an affordable home in the Bay Area.

Sources: Urban Displacement Project, University of California at Berkeley Low Income Investment Fund, Naturally Occurring Affordable Housing Study
Array of Placemaking Tools

- Station Modernization Program
- Transit-Oriented Development
- Affordable Housing
- Pedestrian, Bicycle, Transit Access Improvements
- Public Art
Array of Placemaking Tools

• Station Modernization Program
• Transit-Oriented Development
  ✓ On BART Property
• Affordable Housing
  Beyond BART Property?
• Pedestrian, Bicycle, Transit Access Improvements
• Public Art
Transit-Oriented Development

- Joint Development – Marea Alta w/Bridge Housing
- Partnerships – Proposition 1C, Cap & Trade AHSC Applications
  - Evolution of San Leandro Tech Campus
- Planning – Support Station Area Plans
- Should we be doing more?
Transit Benefit Assessment Districts:

Special vs. General Benefit

“Special:” Property owners directly gain more than everyone else

“General:” Everyone gains equally

70% Special
30% General
Next Stop: Good TOD

Transit Benefit Assessment Districts (TBADs)

Likely Candidates

- Pedestrian Bridges, Paths
- Noise Walls near Stations
- Demand Management Programs, Infrastructure
- Landscape, Lighting
Next Stop: Good TOD

Strong Job Growth in West Bay

Total Jobs by County, 2001-2015

East to West Bay commute challenge

What about transit demand?

“Reverse commute” job centers
- To where transit has capacity
- Public investments to tip market
Next Stop: Good TOD

Warm Springs Innovation District

• City of Fremont and BART
• Total Site Area: 879 Acres
• Total Housing Units: 4,000
  – 50 du/ac Min for 1/4-Mile of Transit
  – 30 du/ac Min beyond
• Commercial/Industrial: 11.6 MSF
• Total Jobs: 20,000
• Pedestrian/Bicycle Master Plan
• TDM Program for Area (Mid-2016)
• West Side Bridge Plaza
Conclusions

• Station area is critical, and BART has vested interest
• Placemaking requires proactive rather than responsive approach
• Establish the vision and need, then seek $$$
• Partnerships are key, but take staff time to build!
• Invest and Manage TOD’s