



BART Transit-Oriented Development Program

BART Property Development

November 1, 2010



Outline

- TOD – What is it & why we do it
- 2005 BART Policy Adoption
- Development Summary
- Completed Projects
- Approved Projects
- Projects in Negotiation
- New Directions/Policy Applications

Transit-Oriented Development

Transit-oriented development (TOD) is a moderate to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the auto. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.

Source: California Statewide TOD Study – Technical Advisory Committee (9/02)

Why We Do It - BART's Development Objectives

- Increase Riders – Thereby Reducing Air Quality, Energy, Congestion Impacts
- Secure Annual Revenue & Capital Offsets – Reduce Taxpayer Subsidy
- Create Physical Connections to Community
- Create Services at Station – Reduce Trip-Chaining
- Create Development Opportunity – Infill, Mixed-Use
- Create Tax Revenues for Cities
- Create a Sense of Place – Build Livable Communities

Key Policy Changes - 2005

Recommendation #1: Pursue Transit-Oriented Development, not Joint Development

BART should work proactively with cities to plan for development over a larger area around its stations that is both supportive of transit service and maximizes the value of the land.

Recommendation #2: Shift Access Approach

Developers, cities and funding agencies view BART's application of a 1:1 parking replacement practice as a significant barrier to joint development and TOD. Refining this replacement practice and developing alternative implementation approaches will enhance development opportunities.

BART TOD Policy



Transit-Oriented Development Policy

Vision

The San Francisco Bay Area Rapid Transit District (BART) is the steward of a large-scale public investment, which includes important real property assets essential to BART's operation. These assets also contribute to the ongoing financial viability of the transit system. Recent system extensions and federal, state and regional policy direction to concentrate growth around transit further enhances the value of these assets. By promoting high quality, more intensive development on and near BART-owned properties, the District can increase ridership, support long-term system capacity and generate new revenues for transit. Also, such development creates attractive investment opportunities for the private sector and facilitates local economic development goals.

Goals

- A. Increase transit ridership and enhance quality of life at and around BART stations by encouraging and supporting high quality transit-oriented development within walking distance of BART stations.
- B. Increase transit-oriented development projects on and off BART property through creative planning and development partnerships with local communities.
- C. Enhance the stability of BART's financial base through the value capture strategies of transit-oriented development.
- D. Reduce the access mode share of the automobile by enhancing multi-modal access to and from BART stations in partnership with communities and access providers.

Land Use Strategies

1. Proactively develop and promote station area plans and land use policies that: a) encourage intensive, high quality development oriented towards transit on and around station properties, b) enhance the value of BART land, and c) enhance the performance of the BART system as a whole.
2. Develop performance-based station access strategies on a corridor or line segment basis rather than on a station basis. Adjust the 1:1 replacement parking objective in development projects by employing the refined access methodology that examines transit access within the context of both development around transit and access strategies on a corridor or line segment basis. Encourage direct connections to stations from surrounding development in order to promote pedestrian and non-motorized access.
3. Evaluate access facilities (including commuter and development parking) as a commodity and locate them according to best planning, design and real estate practices. This may shift transit-related facilities off BART property.

Adopted by BART Board: July 14, 2005

4. Ensure that transit-oriented development opportunities are explicitly accounted for in acquisition of new properties, location of new station sites and design and construction of station facilities.

Process Strategies

1. Form sustainable partnerships with local jurisdictions, other transit and regional agencies, and the private sector to implement development plans on and off District property.
2. As early in the development process as feasible, use a variety of mechanisms, including joint powers authorities, assessment districts, and improvement districts, to achieve coordinated development of station area properties.
3. In concert with local jurisdictions, employ community involvement techniques that reflect where communities are in the planning and development continuum.
4. Solicit proposals for transit-oriented development of District-owned property through a competitive selection process, except in cases where sole source negotiations would result in more favorable conditions for the District. Where appropriate, employ requests for qualifications rather than proposals.

Financial Strategies

1. Evaluate the financial performance of proposed projects based on sound financial parameters and the ability to generate transit ridership, fare revenue, lease payments, parking revenues, grant resources, other financial participation, and/or cost savings. Consider the opportunity cost to the District of delaying development opportunities.
2. When appropriate, use transit-oriented development revenues to foster additional transit-oriented development projects on BART property in particular and to assist in financing TOD in general.
- 3 (a) Generally favor long-term ground leases, rather than the sale of property, as the standard disposition strategy for joint development projects, except in cases where alternative approaches are required to achieve specific development objectives or where other strategies would generate greater financial returns to the District.
- 3 (b) Where land sales are pursued as part of a development project, ensure fulfillment of BART development objectives from the project as a whole, including generating revenue over the long-term, continuing control of land for TOD purposes, leveraging BART's land as an equity investment, and protecting the District's long-term ridership goals.

Adopted by BART Board: July 14, 2005

Development Summary

Development Status	Number of Projects	Dollar Value
Completed	8	\$459 M
Approved	7	\$1,464 M
In Negotiations	7	\$1,145 M
Total	22	\$3.07 B

Development Summary – New Riders

Development Status	Number of Projects	Annual New Trips	Annual New Revenue
Completed	8	363,500	\$1,313,000
Approved	7	1,108,800	\$4,487,000
In Negotiations	7	793,600	\$3,091,000
Total	22	2,265,900	\$8,891,000

Development Summary – Products

Development Status	Housing (units)	Retail (sf)	Office (sf)	Other
Completed	867	72,600	107,000	Police, Library, Child Care, City Hall
Approved	3,112	105,500	270,000	BART Station, Hotel, Police, New Parking
Negotiations	2,938	114,000	90,000	Child Care, eBART Station
Total	6,917	292,100	467,000	

Completed Projects

Station	Development Status	Project Value	BART Facility
Castro Valley	96-unit housing; restored Victorian	\$20 M	Zone Command Police Facility
Hayward	Land swaps completed: 170 for-sale units, pedestrian plaza, new City Hall	\$20 M (City Hall only)	Pedestrian Path
Richmond Phase I	132 for-sale units; new Transit Plaza	\$120 M (both phases)	New transit plaza
Fruitvale Phase I	47 rental units, 135,000 sf (37,000 retail, 27,000 office, 71,000 public), pedestrian plaza	\$100 M	Replacement Parking Garage; Pedestrian Path

Completed Projects

Station	Development Status	Project Value	BART Facility
Powell	Faregates installed	\$1.1 M	Additional faregates
Pleasant Hill (partial)	422 rental housing and 35,590 sf retail completed	\$150 M	Replacement parking garage; new Intermodal
Ashby	80,000 sf office completed	\$47 M	New parking lot, access improvements, elevator, staircase
Hercules	Land exchange completed	\$0.9 M net to BART	Increased commuter parking

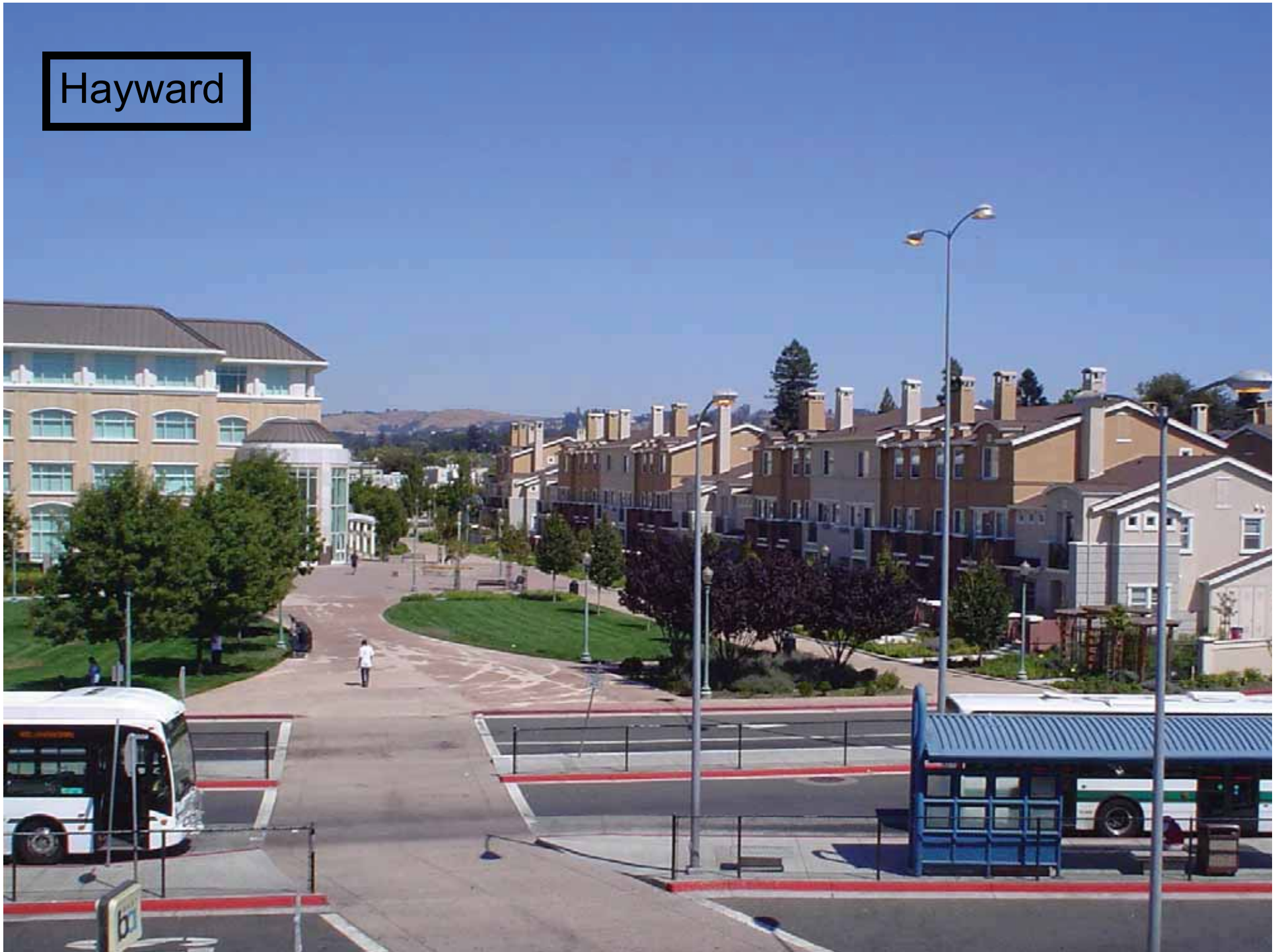


Castro Valley

Castro Valley



Hayward



Hayward





ILLUSTRATIVE PLAN

Richmond



Urban Group
San Francisco, CA

California Associates
Berkeley, CA



- Grand Floor Retail
- Elevator
- Single Aspect Townhouse
- Standard Townhouse
- Transit Facility
- Community Center
- Park

Marina Way

Sanct Avenue

North Avenue

Marshall Avenue



Richmond



Richmond Transit Station



Fruitvale Site Plan



FRUITVALE TRANSIT VILLAGE
Oakland, California

Site Plan

Fruitvale Development Corporation - Developer
M. Clarand Vasquez & Partners - Architect
Fong Hart Schneider + Partners - Landscape Architect



Fruitvale









Fruitvale





owell

Pleasant Hill BART Transit Village Site Plan



Pleasant Hill/Contra Costa Centre



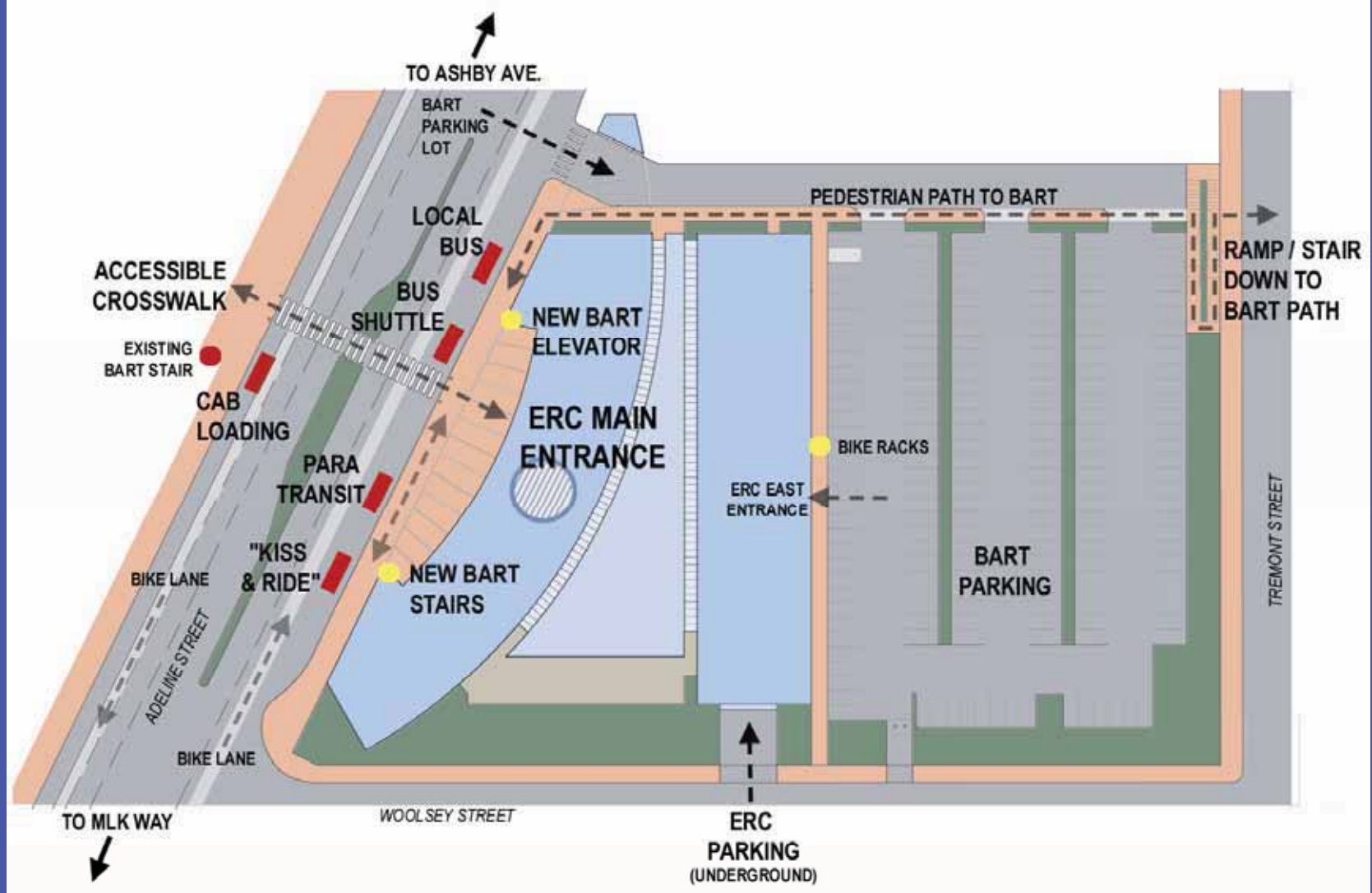
Pleasant Hill/Contra Costa Centre





Ashby BART
Station

Ed Roberts Campus – Site Plan



Ed Roberts Campus



Ed Roberts Campus



Approved Projects

Station	Development Status	Project Value	BART Facility
Pleasant Hill (partial)	100 for-sale units, 20,000 sf conference center; 270,000 sf office	\$240 M	
Richmond – Phase II	Replacement garage under construction; 100 for-sale units, 17,000 sf retail	\$120 M (both phases)	Replacement parking +150 spaces
Walnut Creek	Option executed; Environmental Impact Report Initiated: 599 units, 18,500 sf retail	\$261 M	Zone Command Police Facility, CCCTA Office

Approved Projects

Station	Development Status	Project Value	BART Facility
Fruitvale – II	275 units	\$123 M	
West Dublin/Pleasanton	All agreements executed; Under Construction: New BART Station & Parking Garages; Private Development – 659 units, 150-room hotel, restaurant, 22,500 sf retail	\$70 M (public) \$270 M (private)	New station, two new garages
Dublin/Pleasanton	Option executed: Garage completed	\$25 M	New parking garage w/500 new permanent spaces
MacArthur	Option approved; City-approved development plan	\$350 M	New parking garage and pedestrian plaza
San Leandro I	300 units, 5,000 sf retail	\$275 M	Both phases



Walnut Creek
BART Station



Walnut Creek Transit Village – Site Plan





PHASE 1 - SOUTH BUILDING



West Dublin/Pleasanton Development Program



Dublin - Rendering



Pleasanton - Rendering



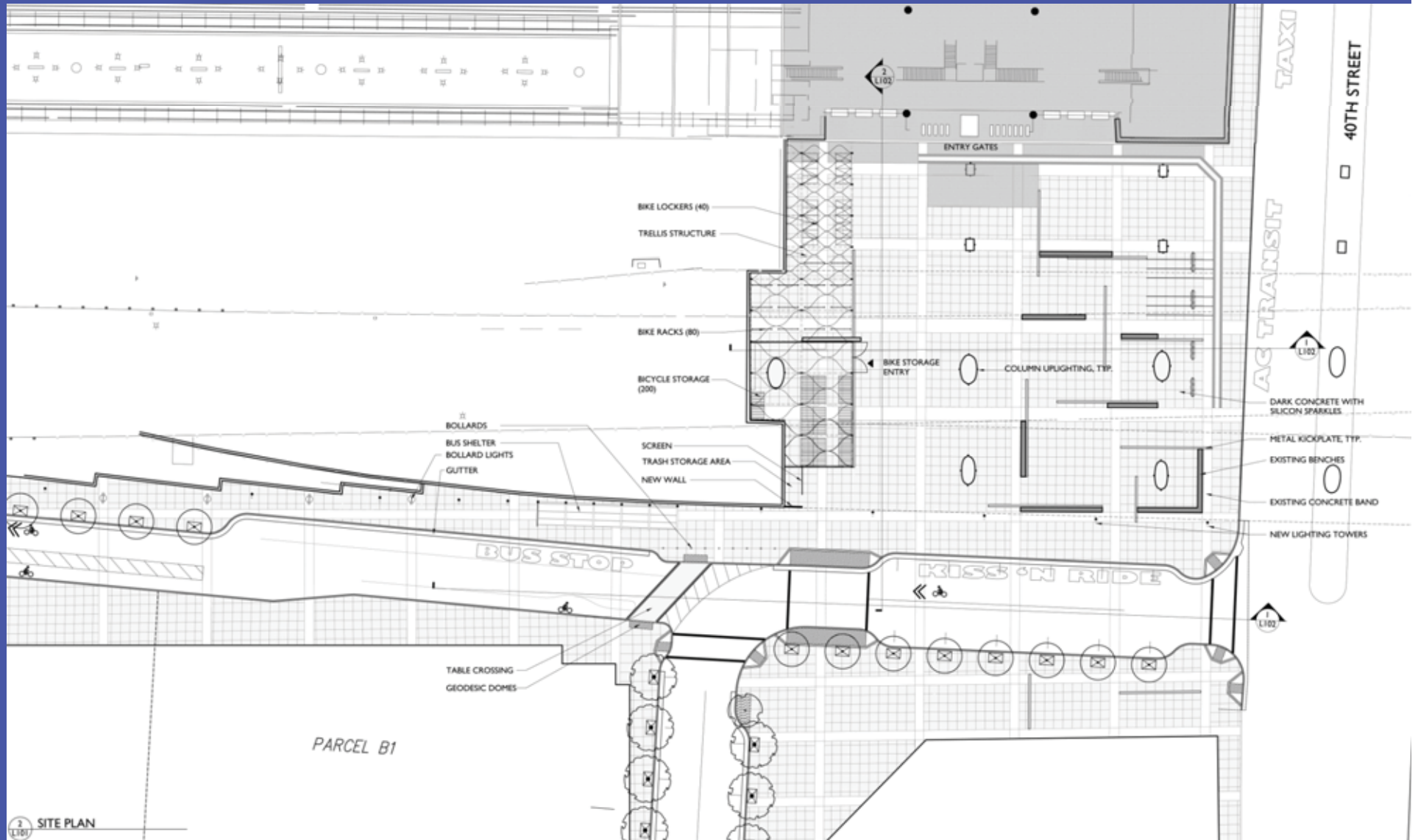
MacArthur BART Station - Rendering



MacArthur BART Station – Site Plan



MacArthur Pedestrian Plaza





- 200 condominium mapped units
 - 5,000 SF retail
 - 290 interior parking stalls
- 100% replacement of east BART lot
 - 329 Stalls in 3-level structure
 - Expansion ability
- 100 affordable rental units
 - 5,000 SF community space
 - 100 interior parking stalls



San Leandro BART Station – Phase I Only



In Negotiations

Station	Development Status	Project Value	BART Facility
Coliseum	Due diligence	\$341 M (BART land)	
Pittsburg/Bay Point	Joint Powers Authority negotiations	\$300 M	
eBART	Railroad Avenue Station	\$20 station	New eBART station
San Leandro II	400 units, 20,000 sf retail	\$275 M	Both phases
South Hayward	788 units, 59,000 sf retail	\$300 M	
Glen Park	In negotiations	\$19 + M	
Hercules	In negotiations		

Coliseum Concepts – BART Land



Coliseum Rendering



Abbott 66

Pittsburg/Bay Point – Alternative 1

ALTERNATIVE 1: RETAIL SQUARE CONCEPTUAL SITE PLAN



PITTSBURG/BAY POINT BART MASTER PLAN
Pittsburg, California
Land Use Alternatives



PMC

Pittsburg/Bay Point – Alternative 2

ALTERNATIVE 2: TRANSIT PROMENADE CONCEPTUAL SITE PLAN



PITTSBURG/BAY POINT BART MASTER PLAN
Pittsburg, California
Land Use Alternatives



PMC

Pittsburg/Bay Point – Alternative 3

ALTERNATIVE 3: PEAK SUSTAINABILITY
CONCEPTUAL SITE PLAN



PITTSBURG/BAY POINT BART MASTER PLAN
Pittsburg, California
Land Use Alternatives



South Hayward BART Station - Proposed Site Plan

788 Residential Units
59,000 sf commercial
56,000 sf grocery store
3,000 sf additional retail
910 BART Replacement Parking



South Hayward MU | Hayward, California

Conceptual Site Plan

Hercules



Glen Park BART Station



BART Station

BART Parking Lot

New Direction

- Plans initiated and/or completed since Board adoption of BART TOD Policy (July 2005) incorporating the following concepts:
 - **Pursue TOD, Not Joint Development:** Work with local jurisdiction for opportunities beyond BART's own property
 - **Shift Access Approach:** Consider replacement parking in light of other development and access investment strategies.

Station

Status

Bay Fair

Initiated discussions w/ City and private land owner;
Conducted station area land use/access study

Millbrae

Development Solicitation in process

TOD Policy Applications - Examples

- Land Use Strategies
 - Access Methodology
 - Location of Access Facilities
- Process Strategies
 - Master Developer
 - Joint Powers Authority
 - Parking Benefit Districts
- Financial Strategies
 - Privatization of Replacement Parking
 - Value Capture