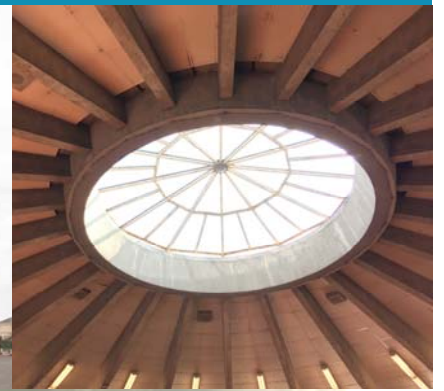




# North Berkeley BART Town Hall





# 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.



*Fruitvale Transit Village Phase I  
Fruitvale BART Station  
Spanish Speaking Unity Council*



*Marea Alta Family Housing  
San Leandro BART Station  
BRIDGE Housing*



*Public Square  
Pleasant Hill BART Station  
Avalon Bay*

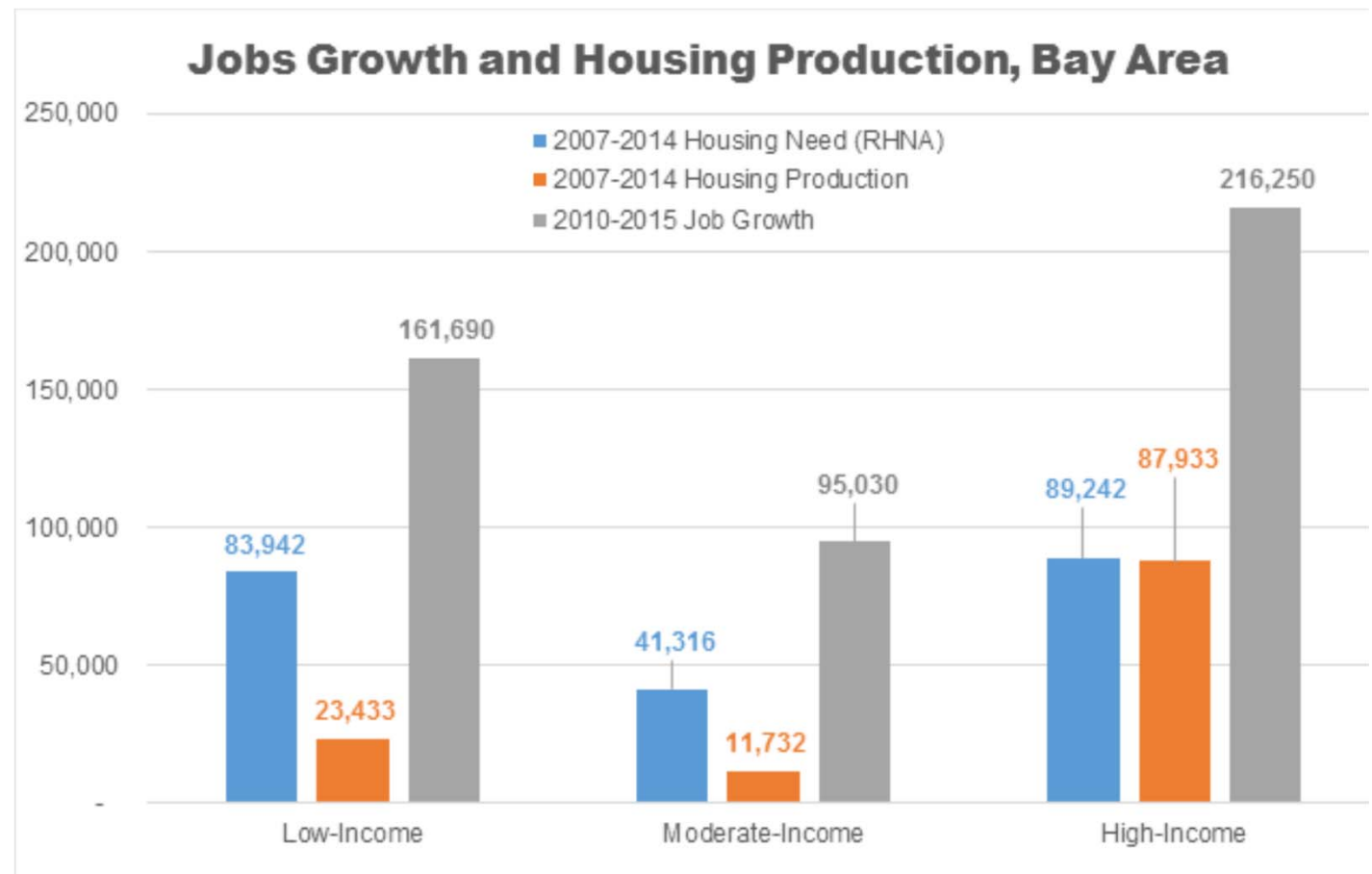


# Why TOD at BART Stations?

## *Regional Growth 2010-2015:*

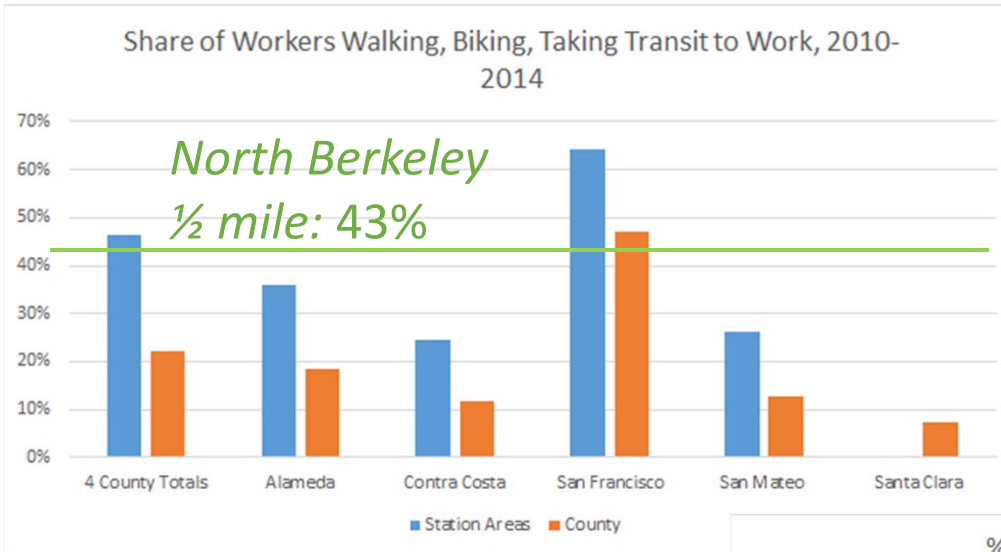
- **617,000 Jobs**
- **56,000 housing units**
- **11:1 ratio**

(Source: MTC)





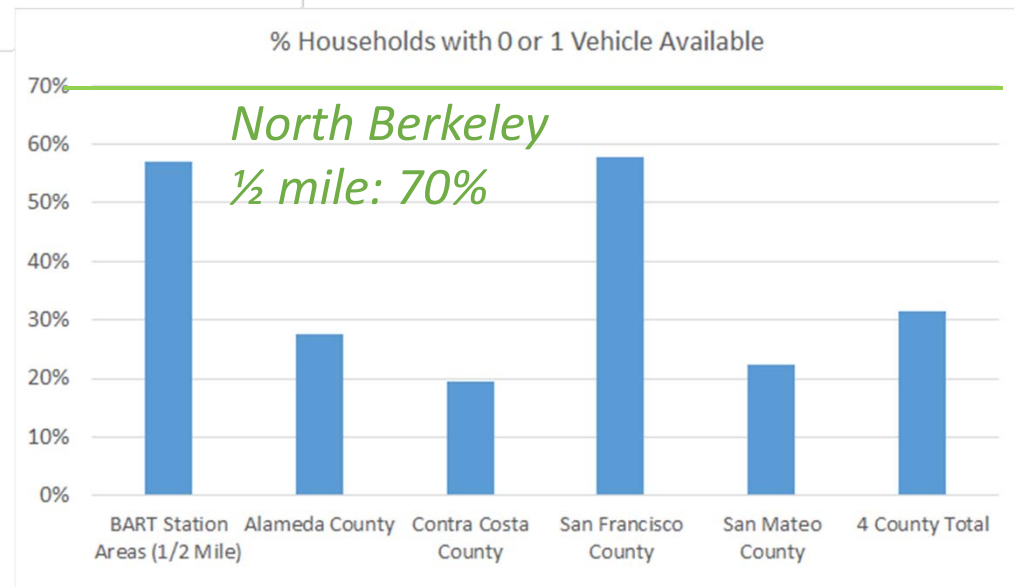
# Why TOD at BART Stations?



## **Offer Transportation Choices:**

Over 40% of commuters living within 1/2 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 1/2 mile from BART own 1 or fewer cars – equivalent to San Francisco rates





# Why TOD at BART Stations? Create places, enhance safety



Image © 2012, 2014, 2015

Google Earth



## 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.



## TOD Policy Overview – Adopted Performance Target Highlights

- 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

<b>Development Status</b>	<b>Number of Projects</b>	<b>Housing Units</b>	<b>% Affordable Housing</b>	<b>Commercial Square Feet</b>
Completed	11	1,975	31%	195,000
Under Construction	7	1,872	15%	450,000
Approved/In Negotiations	6	TBD	At least 20%	1,000,000+
Total Completed/ Under Construction	18	4,247	23%	643,690



# Marea Alta and San Leandro Senior

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

BRIDGE Housing





## Coliseum Transit Village



*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*





# MacArthur: Mixed Income 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*



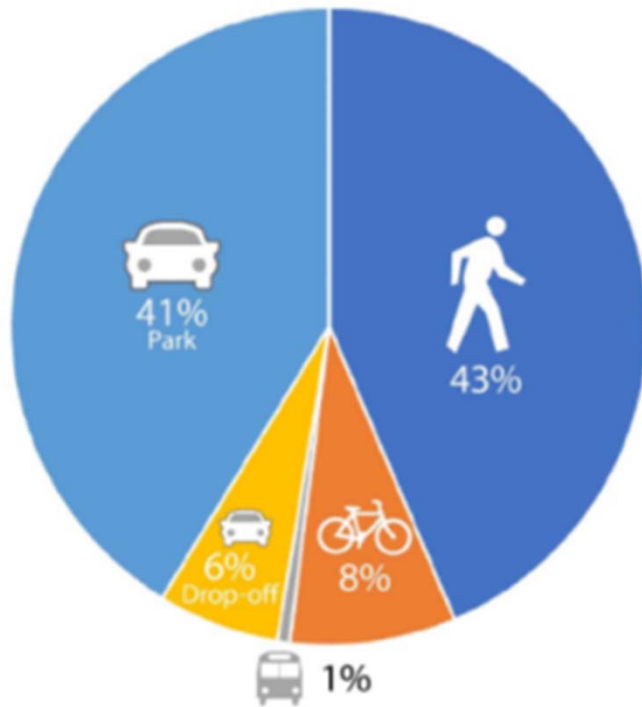
North Berkeley BART

# Change in how patrons access station

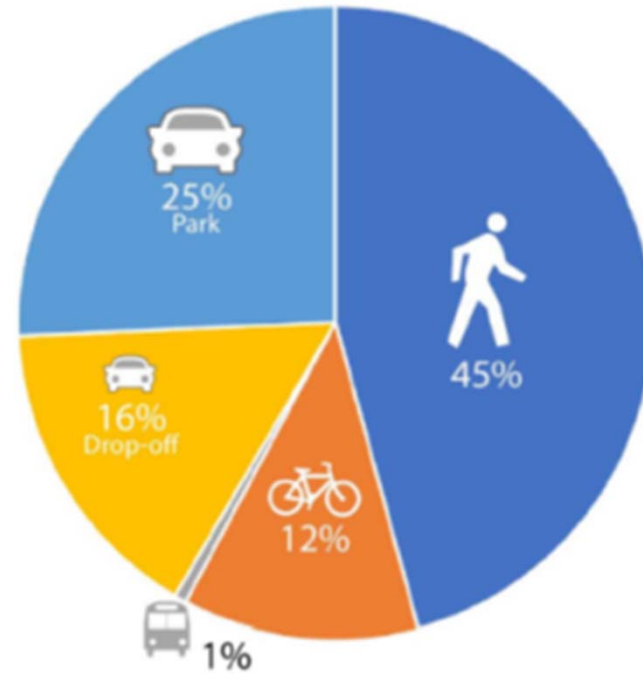
Entries: 3,960 daily

Entries: 4,900 daily

2008



2015

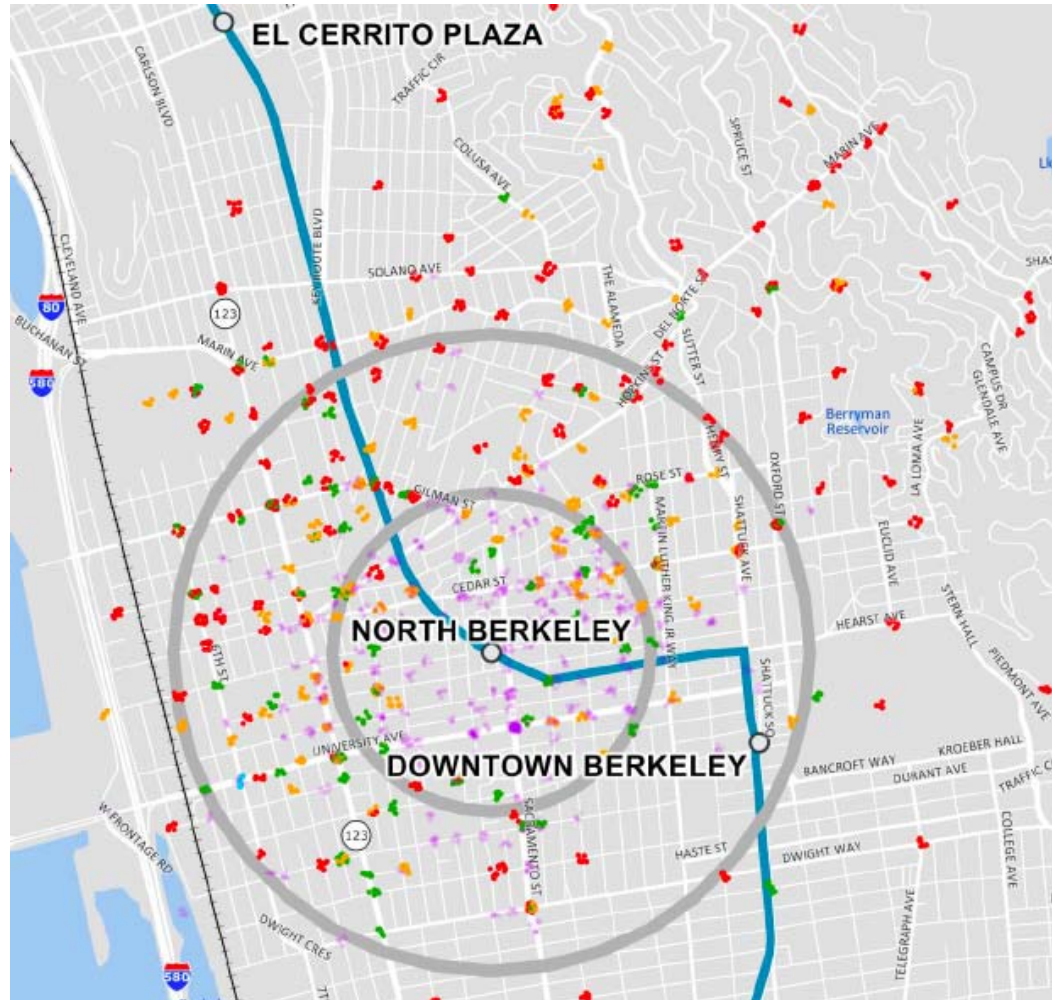
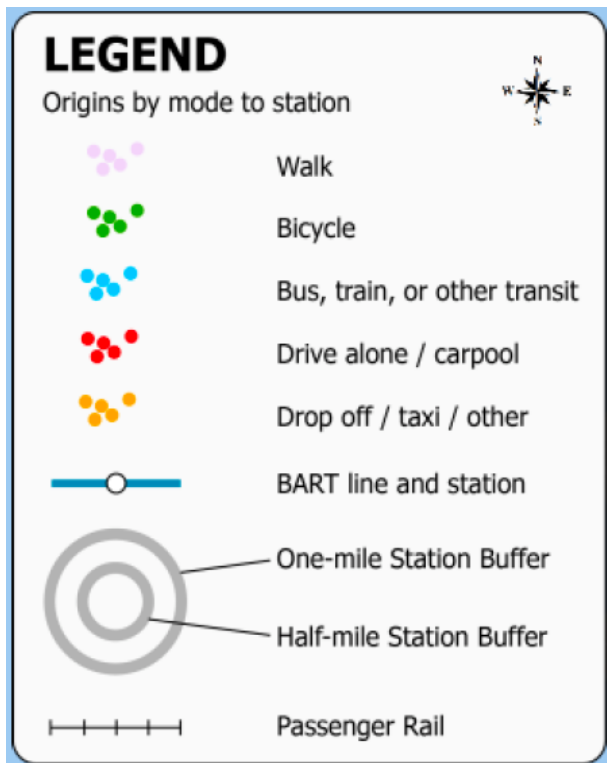


Note: Home origin



# How do people get to the station?

*The average park and ride patron drives 1.5 miles, vs 2.7 systemwide*



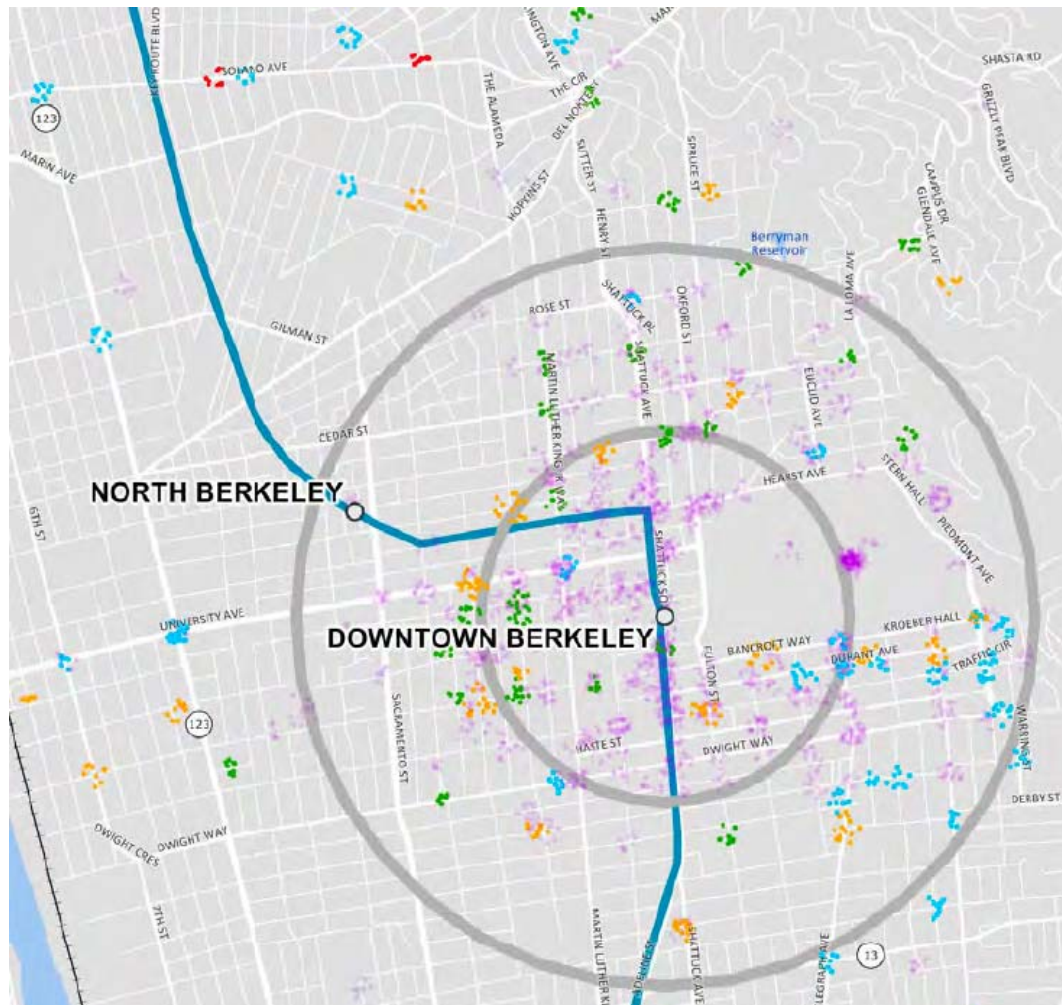


# Station Pairs: Downtown Berkeley

**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







# BART Tracks Under Property

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”

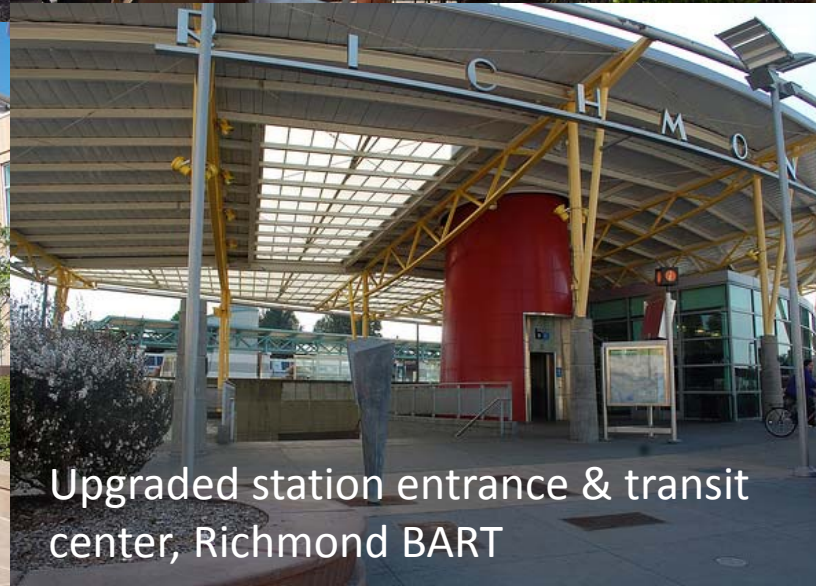
Iron Horse Trail: Pleasant Hill/Contra Costa Centre BART



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?

