



TOD Honolulu Presentation

Maturing Transit Systems and Transit Oriented Development

Presenter:

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The Maturing of BART's Joint Development Program

1960's BART's Original Vision as Employment Focussed

1970s & 80s Becoming essential to the Bay Area for Suburban Commuters

1990s BART Realizing its Land use and Real Estate Impacts

Beginning to Shape Station Areas (1990 BART Joint Development Symposium)

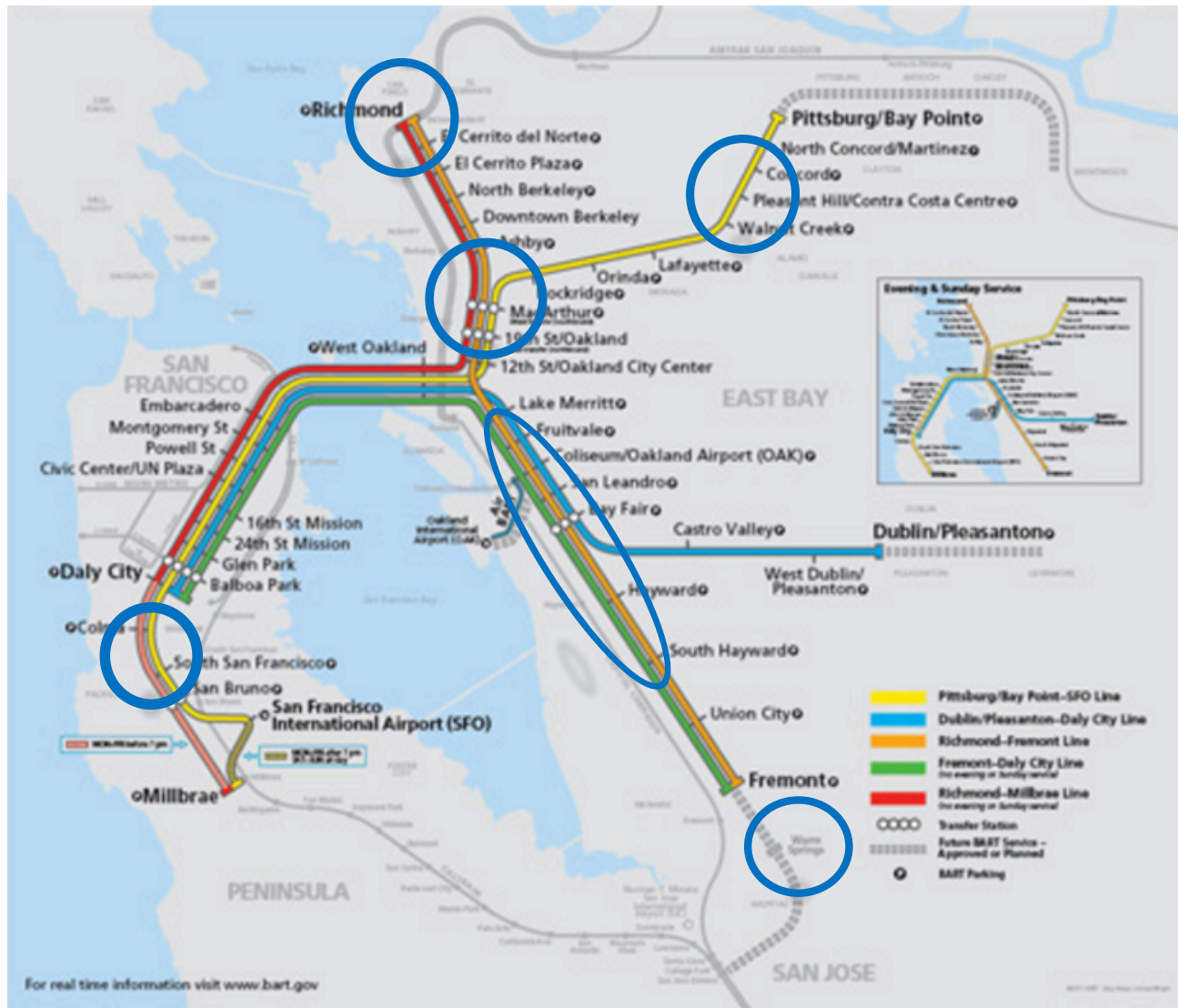
- **The first Generation of Developments at BART Stations**
Issues, Hurdles and Successes
- **The second generation of BART Communities**
- **The evolving BART Communities:" into the suburbs"**
- Issues still to be overcome

Shaping of Future of Planning Areas:

- **MTC/ABAG and PDAs**
- **Warm Springs Station and North Concord Communities**

Lessons Learned and the Future with BART

BART Joint Developments or Station Area Plans



1990s BART Realizing its Land use and Real Estate Impacts

Beginning to Shape Station Areas



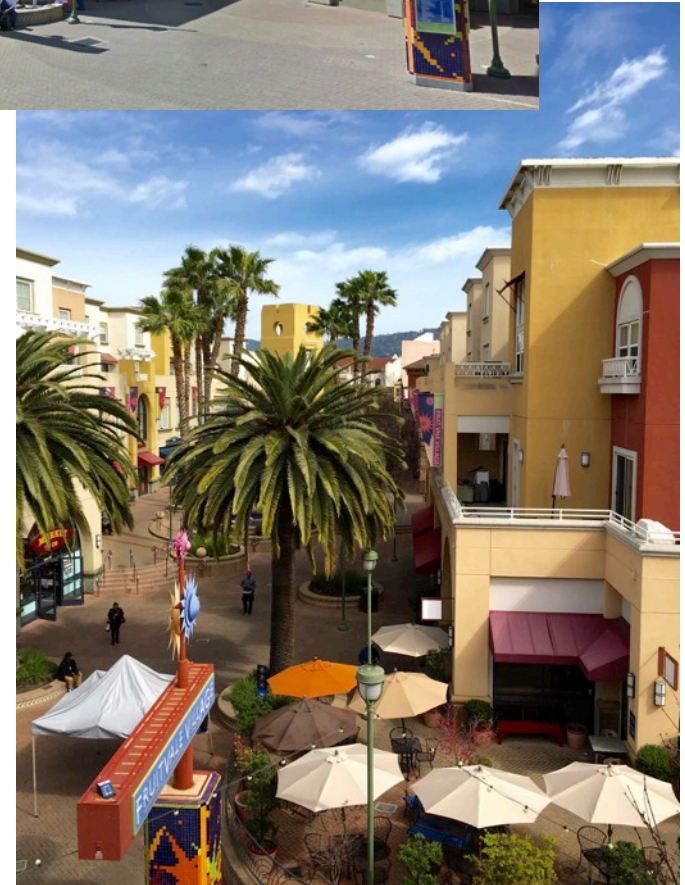
Richmond BART

- First to achieve the Vision
- Mix of Mkt. Rate and Afford. Hsg.
- Replacement Parking
- Local Local Supportive Services
- Density isn't everything!
- Extensive Government Financing
- Difficult to Replicate today

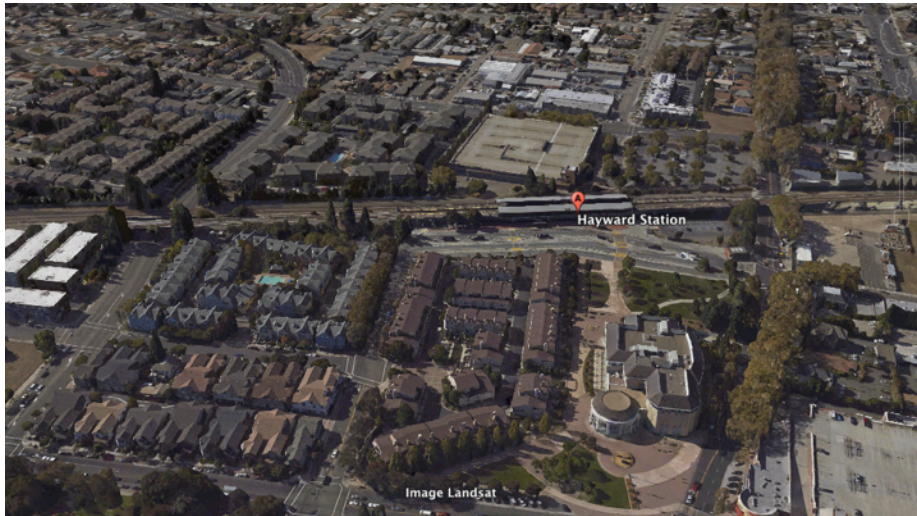


Fruitvale BART Development

- **Original Vision by Non-Profit**
- **Mixed Use / Community Focused**
- **Local Local Supportive Services**
- **Current Housing is Market Rate**
- **Extensive Government Financing**
- **Difficult to Replicate today**



Inner-ring Suburb Downtowns: Hayward & San Leandro Civic Cntr. and Mall Revitalization



Employment vs Housing: Dublin / Pleasanton BART Station:



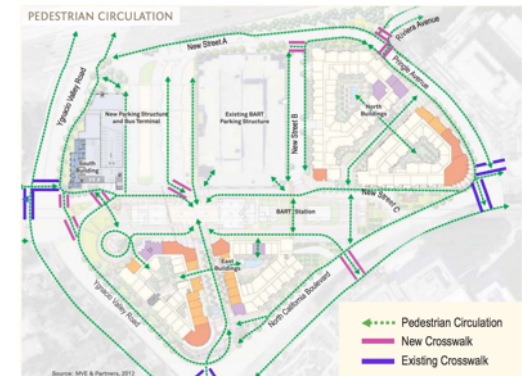
- Major Housing Community in Dublin through a large Specific Plan.
- Hacienda Business Park adds Housing
- BART had little impact on Hacienda B.P.
- Density not important! (50du/ac.)
- Development of BART property limited by local controls.....



Urbanizing the Suburbs:

South San Francisco and Union City

- **Developers have found BART**
- **in areas with strong employment**
- **Still Primarily Residential**
- **Retail requires greater Market Area**
- **Development consistent surrounding market**
- **Parking ratios are slightly below market elsewhere but not significant.**
- **% Ridership from these communities is high!**



MacArthur Station, Oakland



- 20 year Vision
- Mix of Housing: 8 acres. 800 units
- Complex Financing
- Reduced Replacement Pkg.
- Extensive Infra-structure
- Very Small Retail Program: 15-25 K s.f.

South Fremont / Warm Springs Station

- **Major Vision for South Fremont's Future**
- **Strong Desire for an Employment Focused Station**
- **Challenge: Not a traditional Tech location**
- **ULI called for a more mixed community with residential....**
- **Housing to Jump Start and attract commercial development**
- **Strong Commitment by City to realize the Vision**
- **Unique Innovation Branding with Tesla as a center-piece**



North Concord Station / Community

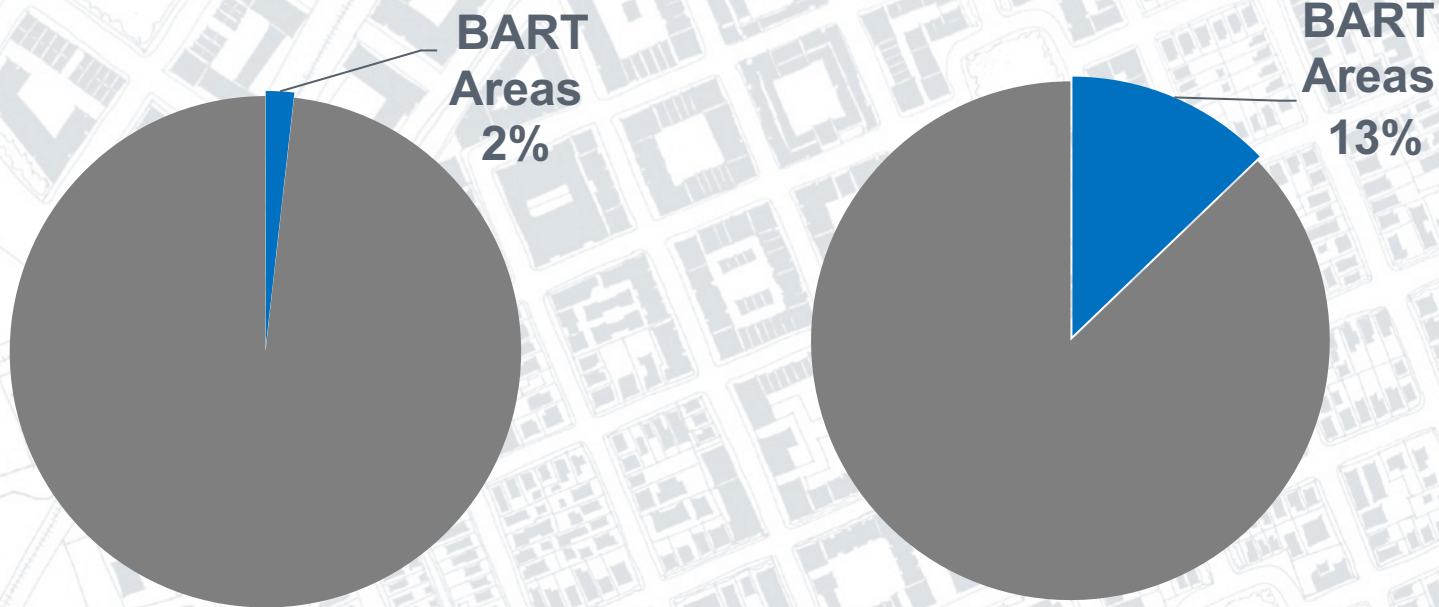
Similar to Ho'opili Plan

- **20 year Vision**
- **5,700 units on 860 acres**
- **Market catching up with TOD with BART**
focus in later stage, with BART parking sites last
- **Most Jobs not located near BART**
- **Retail / Office and HD Housing located near BART**
in later phase.....



Property Value Benefits of BART

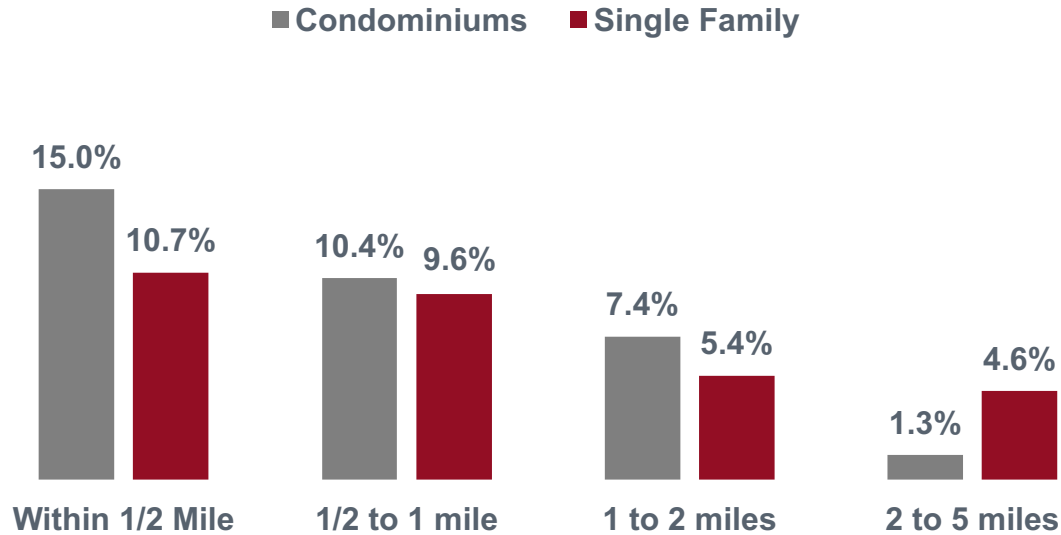
- Value near BART is growing faster than the region as a whole.
- \$750 million each year in general property tax revenues for local governments.



This reflects the value added in SF and Oakland as much as system-wide

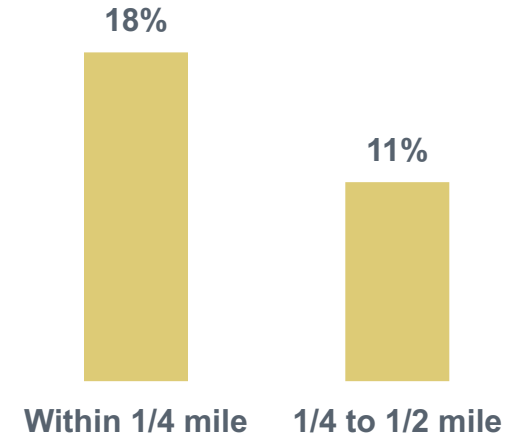
Property Value Benefits of BART

For-Sale Residential Price Premium



Alameda, Contra Costa and San Mateo Counties

Office Rent Premium



Alameda and Contra Costa Counties

Lessons Learned over many generations of joint development

- **The Original Vision of BART as a series of employment hubs was not realized.**
- **The Urban Center / Employment in SF and Oakland have benefitted from BART reinforcing and maintaining these areas as the major Business Job Centers**
- **Employment has been less supportive outside of core Cities**
 - **less office market impact outside the urban core**
 - **Office Uses have been less receptive to lower parking ratios**
 - **Its has been most successful in Systems which have located Stations at New Employment Hubs which have located there for other reasons (ie Denver System)**
- **Regional Agencies (MTC) using (PDA) Priority Development Areas, are focusing Funds for Infrastructure and Housing to Support Transit Station Areas including BART.**

Lessons Learned over many generations of joint development

- **First major joint developments were housing centric....**
 - **Affordable Housing brought much needed outside funding,**
- **Need to extend the line to the City Center !**
- **Locate Stations at major destinations :**
(Universities, employment centers and existing town centers, etc.
- **Infra-structure Funding is critical to TOD and Station Areas; Special Districts or RDA...**
- **Many of the initial developments were mostly affordable housing. Have a Policy**
- **1:1 Replacement Parking Policies needed to change to allow development to happen !!**
Surface Parking at Stations was cost effective for land banking, but impacted place-making and negatively valued TOD for many years. Dont overbuild parking !
- **New/recent developments have including substantial market rate housing as its now an accepted as a major part of BART TODs.**

Lessons Learned over many generations of joint development

- **Most successful developments to date built off of existing downtowns or neighborhoods, with BART being part of the equation of success.**
- **There is still uncertainty as to the success of employment/office focused stations**
Many office employment centers are transitioning to mixed use centers
- **Retail has been the most difficult use to see real support by BART**
Retail is most successful when the Station is located in a mixed use neighborhood.
- **The new major Planning Areas are counting on BART to be a major part of the development equation and attempt to balance employment and housing.**
- **Capacity through Reverse Commute to maximize system capacity is the next major Issue for BART; then a second Bay Tunnel is the long term future for capacity.**



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Maturing Transit Systems and Transit Oriented Development Questions ?