



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.

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.