Transit-Oriented Development (TOD) Update: *Station Access and Parking*

BART Board Update

June 24, 2021

Why discuss TOD access and replacement parking now?

- Need for greater certainty about replacement parking early in the TOD process
- Need for station-specific decisions about TOD priorities (use of land, financial return)
- Replacement parking analysis and community outreach process underway for El Cerrito & Berkeley TODs

West Oakland Station (now and future)

TOD in El Cerrito/Berkeley is first application of 2016 Policies affecting parking and access

Initiated Pre-2016

Castro Valley
Pleasant Hill
Fruitvale
Walnut Creek
San Leandro
MacArthur
Richmond
Hayward
East Dublin/Pleasanton
West Dublin/Pleasanton
Ashby (Ed Roberts Campus)
South Hayward
Coliseum
Millbrae

2016 Board Adopted Policies:

- **Transit-Oriented Development**
- **Station Access**
- **Affordable Housing**

Initiated Post-2016

No Parking Replacement Planned:

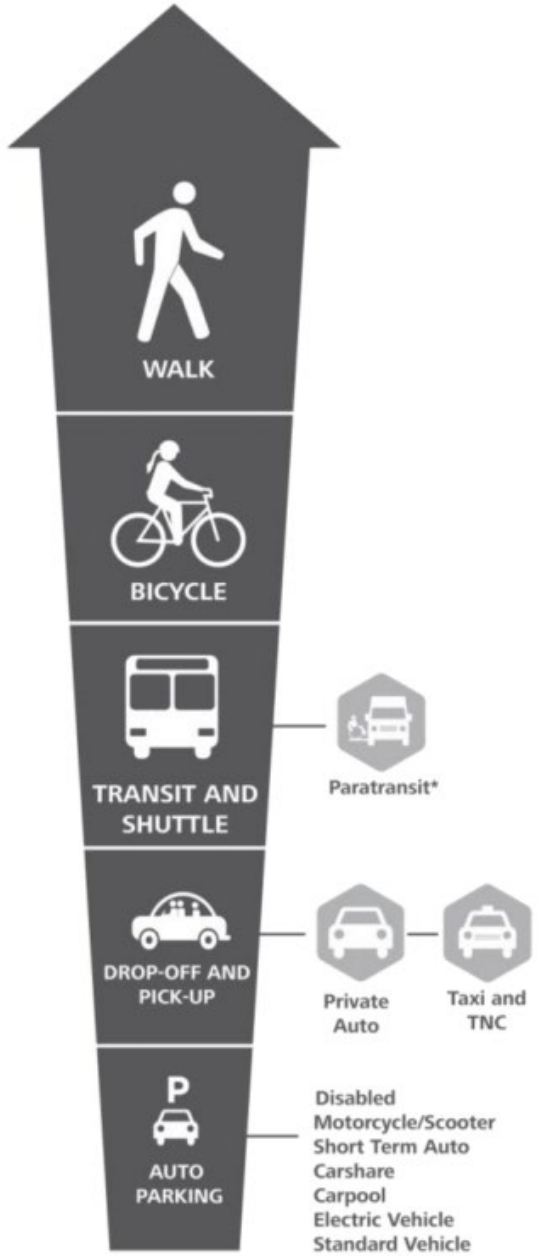
West Oakland
Lake Merritt
Balboa Park

Some Parking Replacement Planned:

North Concord
El Cerrito Plaza
North Berkeley
Ashby

BART's 2016 Station Access & Transit-Oriented Development Policies (TOD)

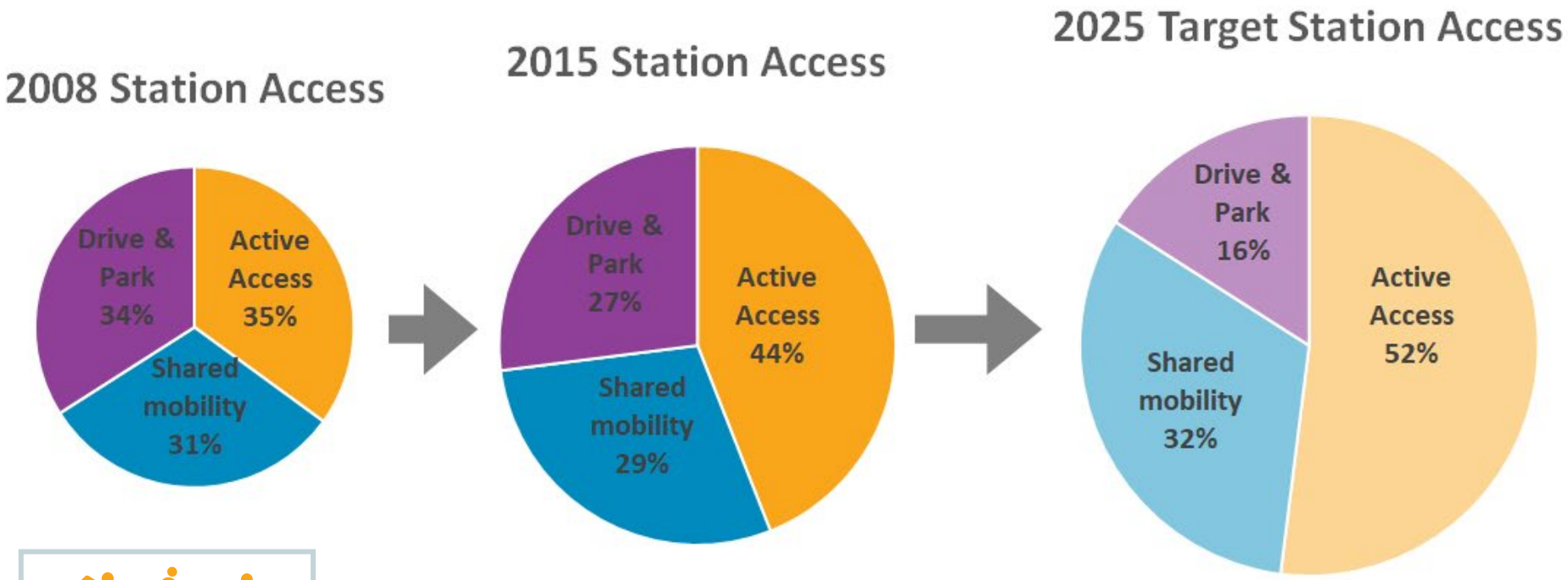
- Increase ridership
- Prioritize sustainable access options
- Allow for flexibility
- Access choices for all riders
- Focus on riders with the fewest choices



Source: www.bart.gov/TOD
https://www.bart.gov/about/planning/station-access/policy

Note: All stations must always remain accessible to and usable by persons with disabilities

Station Access Policy performance targets direct staff to increase passengers taking active modes to BART



Source: 2008 and 2015 Station Profile Survey Data (home-based trips)

Possible Strategies to Meet Performance Targets

Investments and programs that improve walking, biking, taking transit & new mobility services (shared scooters, shared electric-bikes, etc.)

Station Access Typology guides how BART invests resources in different access modes

STATION TYPE	PRIMARY INVESTMENTS	SECONDARY INVESTMENTS	ACCOMMODATED	NOT ENCOURAGED
URBAN	Walk, Bicycle	Transit and Shuttle	Taxi and TNC, Drop-Off and Pick-Up	Auto Parking*
URBAN WITH PARKING	Walk, Bicycle	Transit and Shuttle	Taxi and TNC, Drop-Off and Pick-Up	Auto Parking*
BALANCED INTERMODAL	Walk, Bicycle	Transit and Shuttle, Drop-Off and Pick-Up	Taxi and TNC, Auto Parking*	
INTERMODAL/ AUTO RELIANT	Walk	Bicycle, Drop-Off and Pick-Up, Transit and Shuttle	Taxi and TNC, Auto Parking*	
AUTO DEPENDENT	Walk	Bicycle, Drop-Off and Pick-Up, Auto Parking*, Transit and Shuttle	Taxi and TNC	

*Parking Management is a secondary investment at all stations with parking.

*Parking replacement for transit-oriented development to be determined by BART's Transit-Oriented Development Policy.

Updated: 11/15/2018

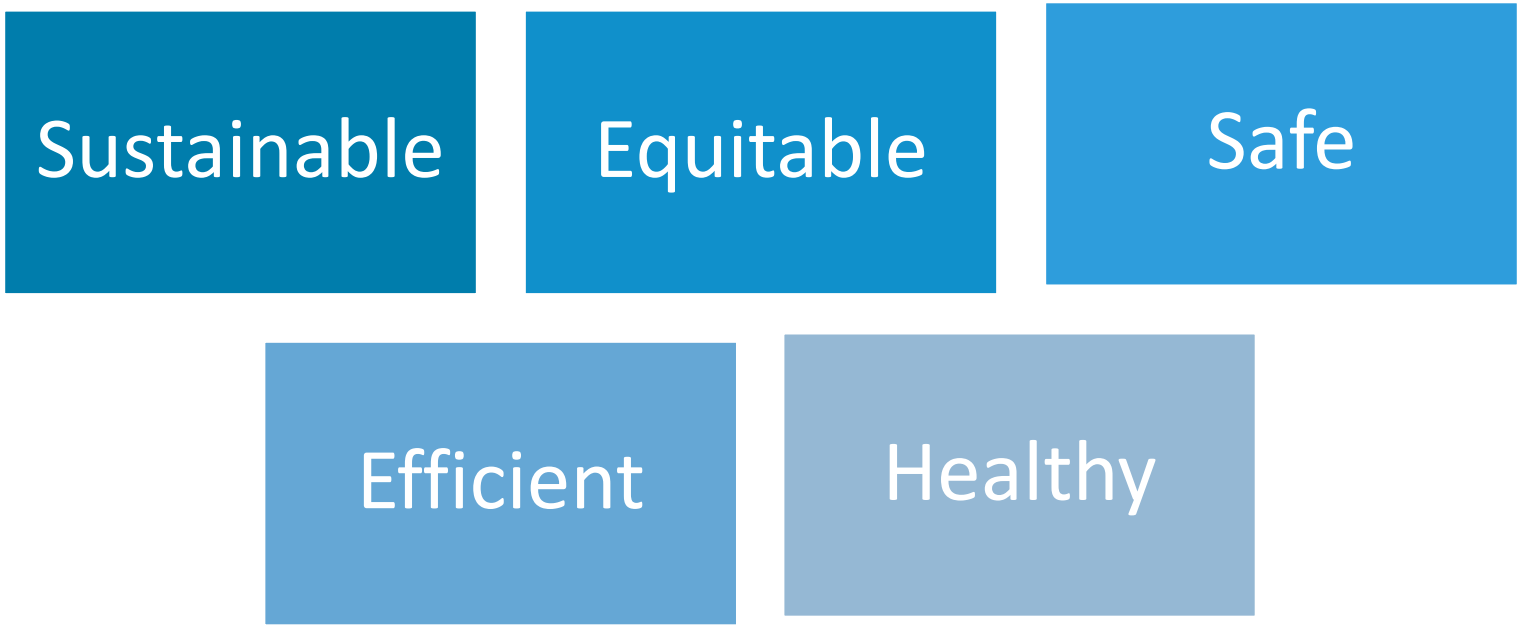
Equity in Station Access:

As incomes rise, driving & parking increases while walking, biking and taking transit decreases

Drive & Park Mode to BART by Household Income (Home-Based Trips), 2015

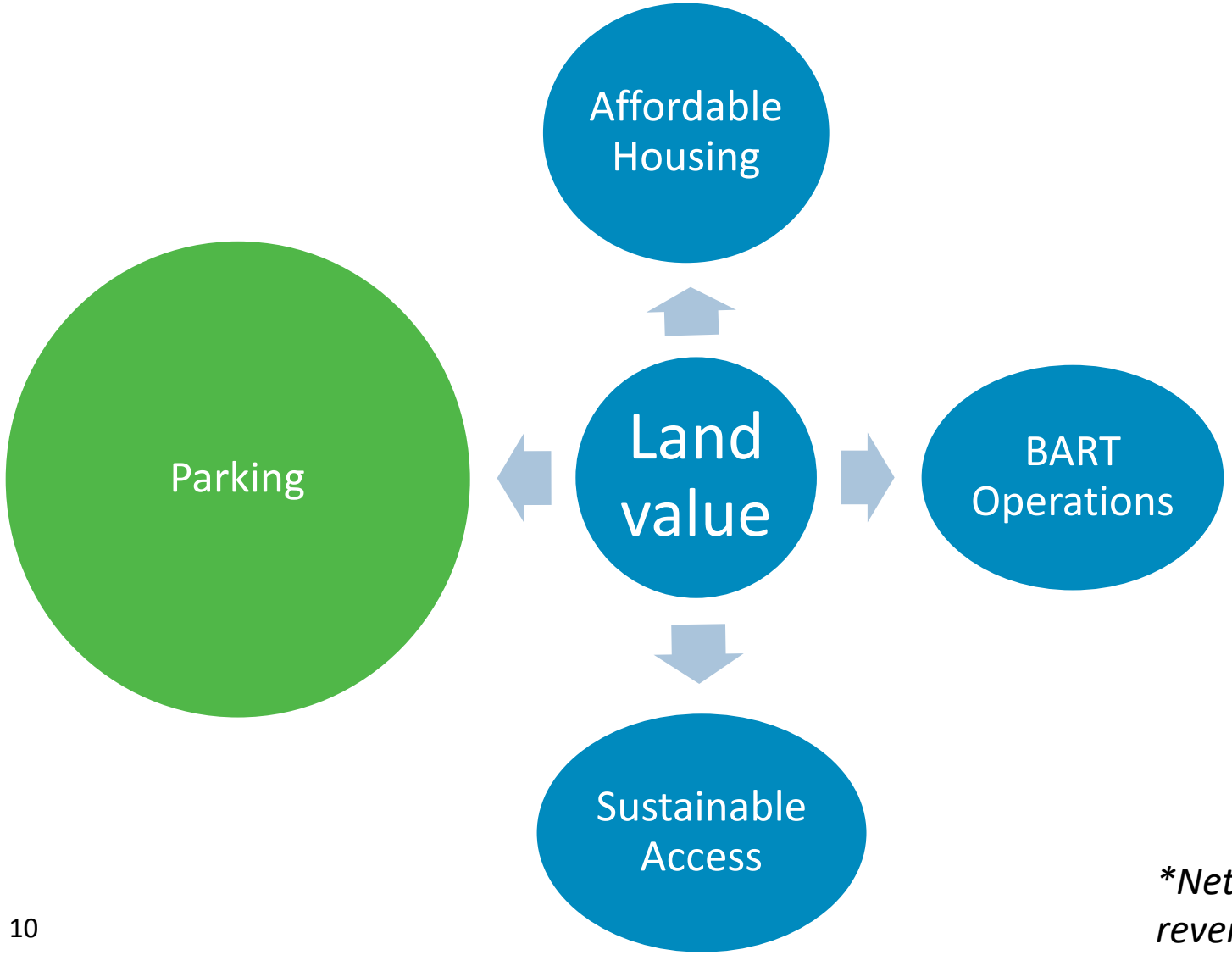
TOD is a critical strategy to achieve access policy goals and performance targets

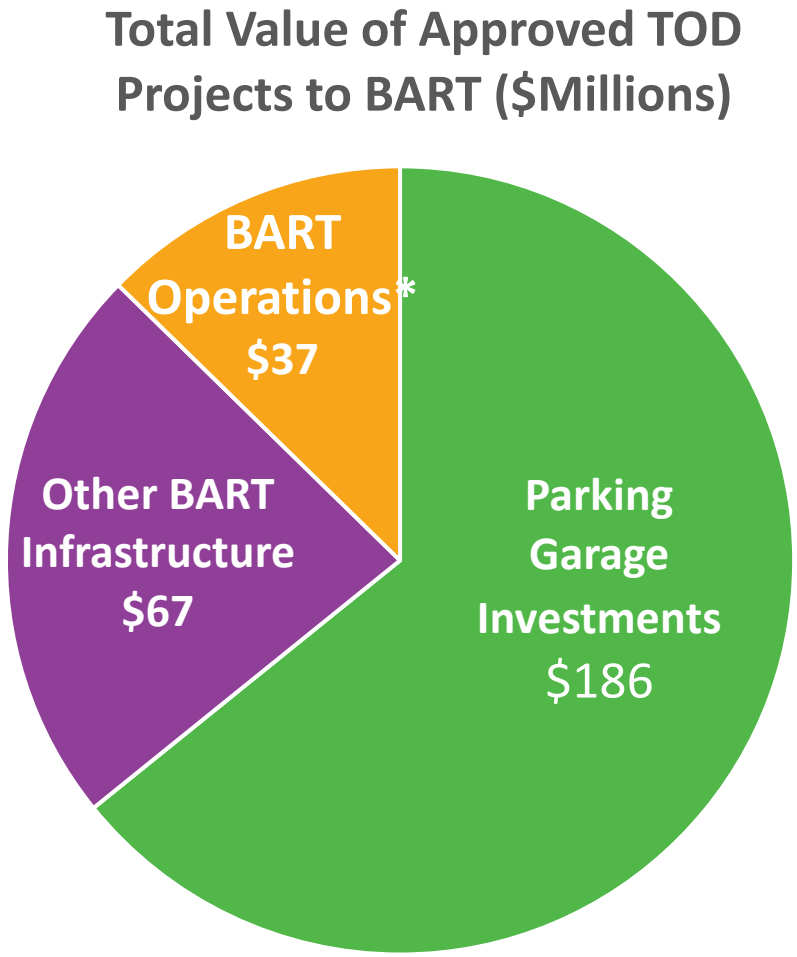
With limited funds available, BART and partner cities have an opportunity to invest in access options that are:



TOD is an Investment in BART

Past practice on Land Value Investment Emphasized Parking Replacement

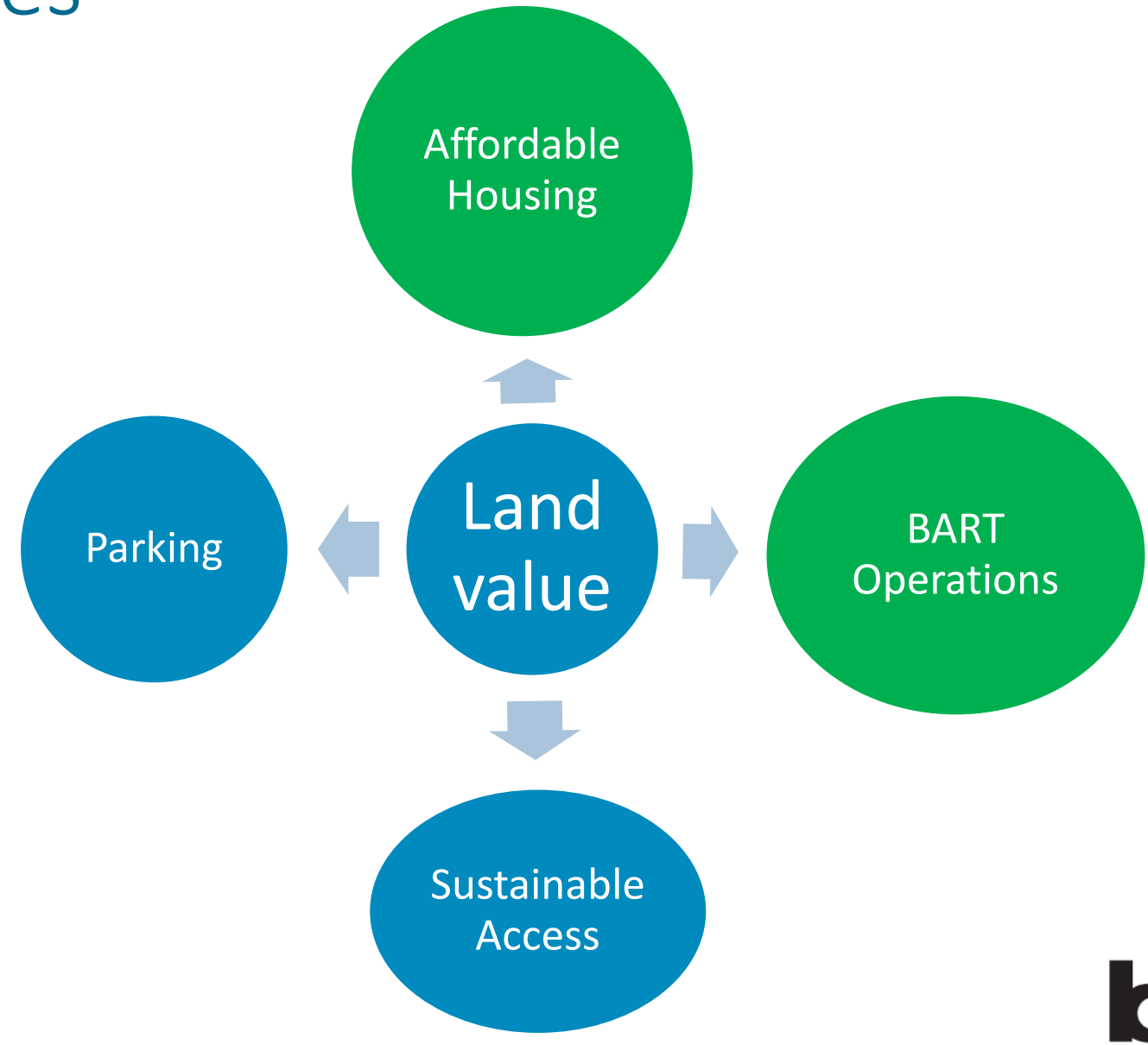




**Net present value of lease and other TOD revenue to BART over 30 years, 2010-2040*

Updated BART Priorities

- Emphasize both revenue from new ridership AND lease revenue
- Fair market value expectation – except affordable housing discounts
- Lease credits for BART improvements should mirror BART's investment priorities



Considerations for Replacement Parking

- TOD Design Implications
  - Parking most land intensive of all access infrastructure
- Cost
  - TOD developments cannot carry the full cost of public parking
  - Opportunity cost of spending money on parking vs. other access improvements, civic space, or systemwide improvements
- Ability to Adapt to Changing Conditions
  - Capacity constrained (difficult to accommodate future demand)
  - Uncertainty with future technology and remote work
- Supply & Demand
  - Low parking prices may encourage riders with other choices to drive, artificially increasing demand

Implementation Approach to TOD

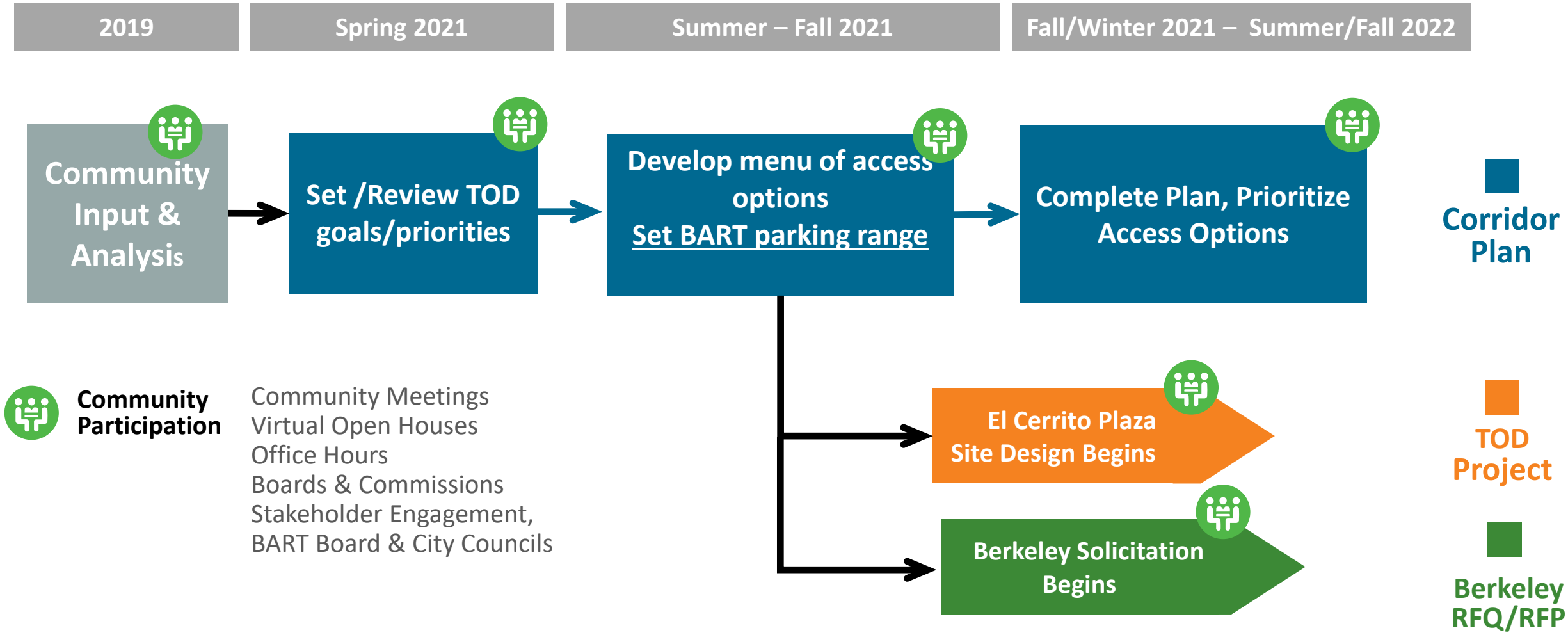
A. **Replacement Parking**: Define range early as part of Goals & Objectives prior to developer procurement to streamline process
   - Use framework developed through the Berkeley-El Cerrito Corridor Access Plan process
   - Requires early funding source for planning work

B. **Partnership**: Set parking, access, and TOD priorities in close collaboration with City partners
   - BART and City must partner to deliver mutually shared desires & interests
   - Possible public funding sources or market solutions should be identified

C. **Land value:** Any investment of land value will adhere to Board adopted policies including station access typology

Berkeley-El Cerrito Corridor Access Plan

Berkeley/El Cerrito TOD/Access Planning Approach



*Illustrative Timeline – Subject to Change

Framework for replacement parking range decision:

1. What are the tradeoffs?
   - Financial tradeoffs w/ other TOD goals
   - Design tradeoffs
   - Community benefits
   - Infrastructure tradeoffs
2. Who is impacted by parking loss, what are their alternatives
   - Technical analysis
   - Community input
3. How will BART parking be paid for?
   - Grants
   - BART land value
   - Market solutions

1 What are Tradeoffs with other Goals for TOD?

El Cerrito Plaza (Completed Jan 2020)

- Create connection between BART, San Pablo Ave, El Cerrito Plaza Shopping Center and community
- Mix of uses along Fairmount Ave
- Enhance Ohlone Greenway's presence
- Explore options for public library
- Reduce reliance on cars
- Explore opportunities for office space
- Generate long term revenue for BART & City operations

https://www.bart.gov/sites/default/files/docs/20-0721%20BART%20RFQ%20El%20Cerrito%20Plaza.pdf

North Berkeley / Ashby

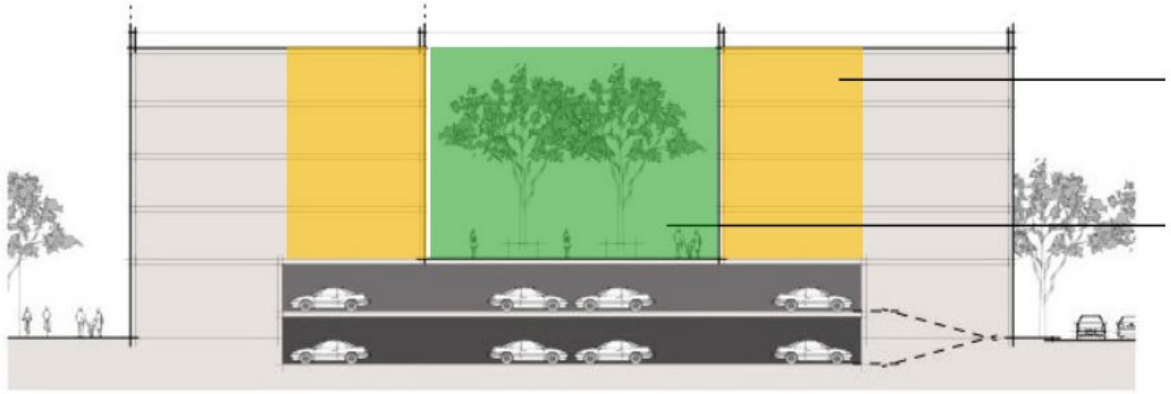
(DRAFT – for further review Fall 2021)

- Maximize # of homes, especially permanently affordable housing
- Address past and current displacement
- Connect Ohlone Gwy through NB station property
- Create permanent home for Ashby Flea Market near BART
- Support/complement nearby retail and businesses

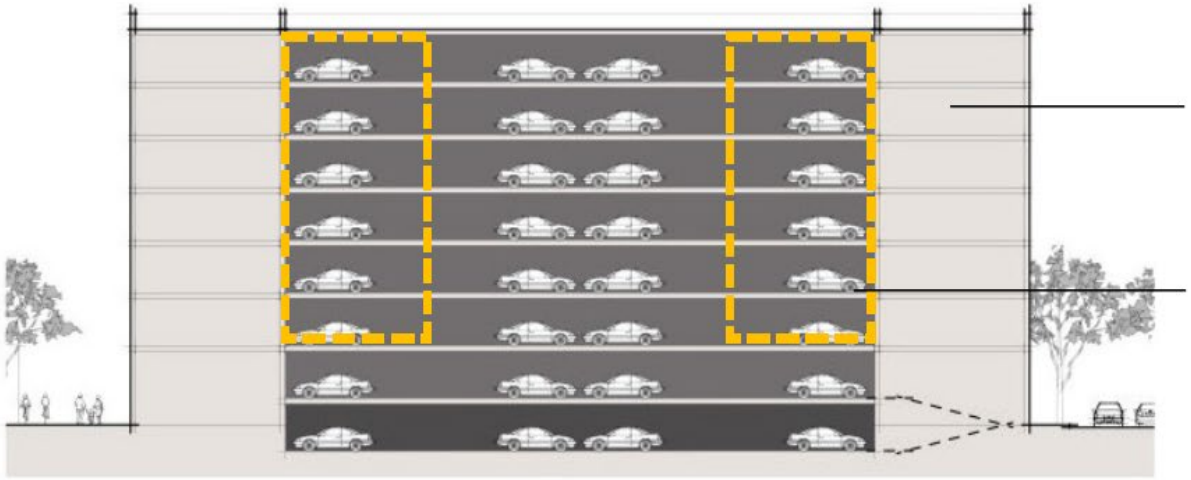
https://www.cityofberkeley.info/bartplanning/

1 What are trade-offs with other TOD goals?

- Amount of Housing
- Design Elements (Height, massing)
- Spending $ on other access options
- Flexibility to adapt to new mobility choices



Podium building with ~180 parking spaces



Podium building with ~620 parking spaces

2 Who is impacted by parking loss & what are their alternatives?

What the data about people parking at BART

58% live within a 15-minute walk, bus, or bike trip

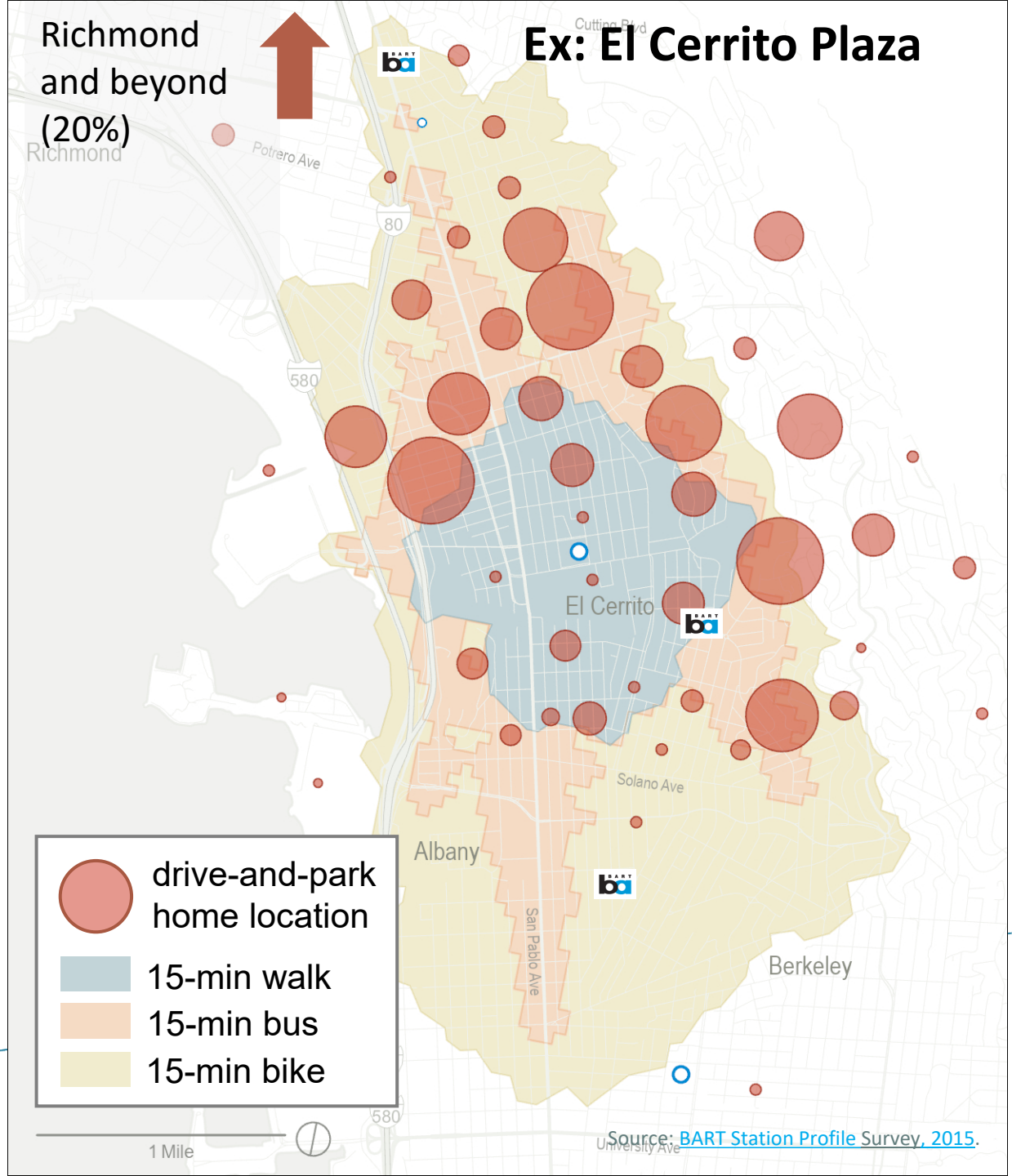
42% live outside of the 15-minute trip

Source: BART Station Profile Study, 2015

What we heard from BART parkers

27% of them said they have no other access options (mobility challenges, pick up duties, etc.)

Source: BART El Cerrito Plaza Rider Survey, 2019



2 Alternatives for BART riders who park?

Improve walking, biking, taking transit & other options for people trying to get to BART

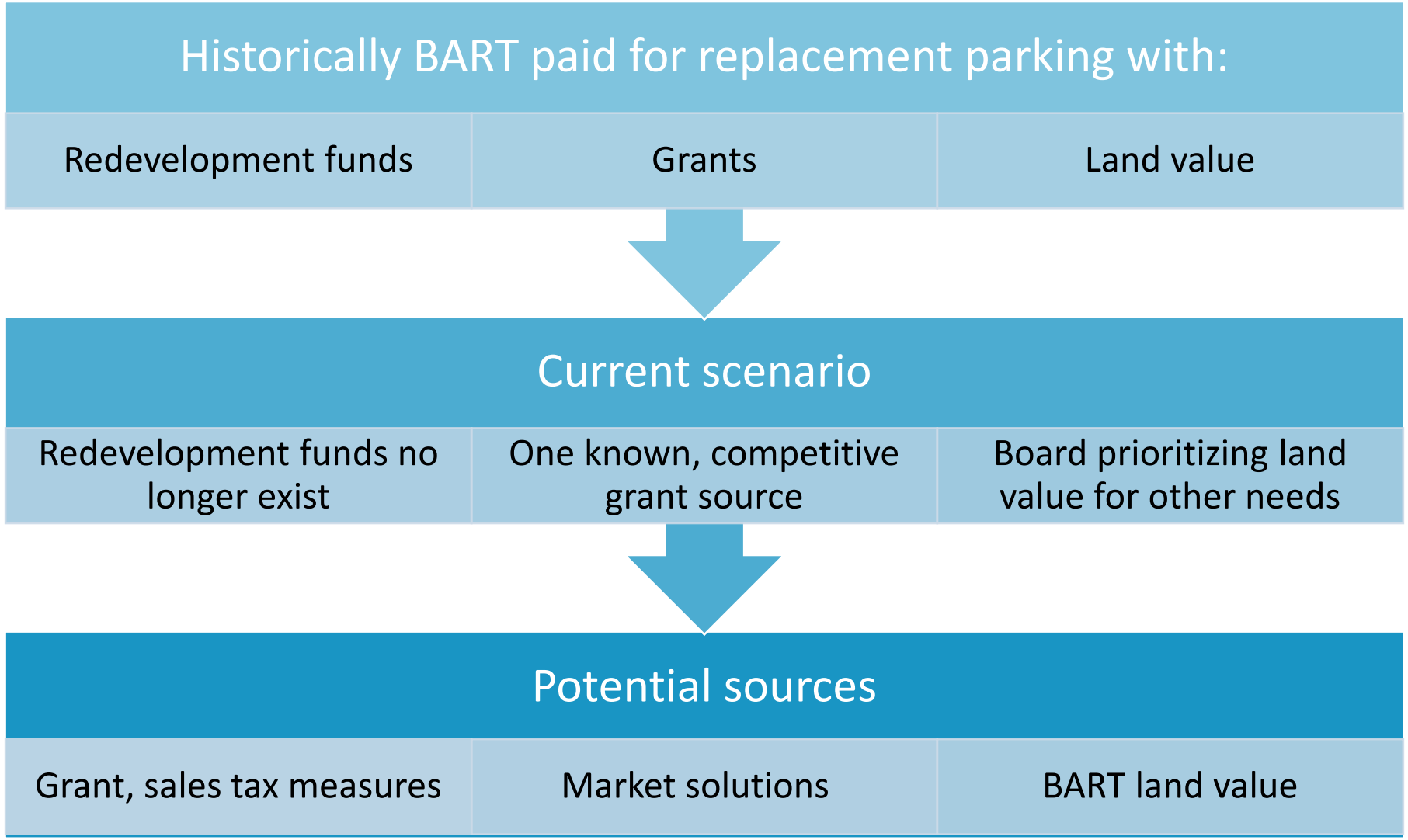
Parking on BART property

- Dedicated BART rider parking
- Parking for persons with disabilities
- Better manage demand (pricing, carpool)
- Shared parking with TOD
- Parking at other BART stations

Parking off BART property

- City-led on-street managed parking near the station
- Off-site shared parking opportunities (ex: churches, banks)
- Municipal garages and lots

3 How will BART Parking be paid for?



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BART's Land Value to pay for parking?

Hypothetical parking replacement scenario for El Cerrito Plaza, North Berkeley, Ashby

Ballpark Land Value* for El Cerrito Plaza + North Berkeley + Ashby =

$73 million

~19 acres @ $5 million/acre,**
net 30% discount for affordable housing

Ballpark capital cost to…

…Replace 100% of spaces =

$133 million

1,900 spaces @ $70,000/space***

…Replace 50% of spaces =

$67 million

950 spaces @ $70,000/space

…Replace 20% of spaces =

$27 million

380 spaces @ $70,000/space

* Does not include ridership or parking revenue

** Rough assumption of land value – appraised value may vary. Land value is often $2-$5 million per acre depending on many conditions.

***Structured parking is typically $60,000-$80,000 per space

Next steps

- Continued public process
- Update Board in late 2021
  - Parking replacement range
- Determine mix of access investments and parking solutions & required funding to implement them
  - Grants, sales tax measures
  - Market solutions
  - Land value for on-site or off-site parking solutions (e.g., city-led on-street parking start-up costs) and other sustainable access alternatives

Questions?