

Table 1. Proposed TOD Place Types, Parking Maximums and Development Targets

BART Draft Parking Proposal for TOD Guidelines				Development (75 res units/acre min)	
BART TOD Place Type	Parking Overall	Residential Auto Parking Maximum (Spaces/Unit)	Office Auto Parking Maximum (Spaces/1,000 sf)	Residential Target Height	Office Target Height
Regional Center	No Auto Parking Minimum. Shared /Unbundled. Secure Bike Parking – min 1 space/unit	0.375	0	High rise (if feasible) – Minimum 12 stories	
Urban Neighborhood/ City Center		0.5	1.6	Mid-rise - 7 stories minimum	
Neighborhood / Town Center		1	2.5	Mid-rise - 5 stories minimum	

parking as much as possible in a way that future projects could share in the supply of parking and the ratio could gradually be reduced. Additionally, BART would encourage parking garages to be designed in such a way that they could be adapted for other uses over time, with flat rather than angled floors, and higher clearance for each level of parking. However, the feasibility/ financeability of such design features has yet to be determined.

BART Staff have classified each station into these place types, and have reached out to local jurisdiction staff to verify their regulatory and political feasibility. **Figure 1**, on the following page, shows the assigned place types and BART’s evaluation of whether local regulations are currently supportive of development meeting the above parking and density thresholds.

Figure 1. BART Staff Evaluation of Transit Oriented Place Types, Parking and Density Thresholds

