Update On Caltrain Planning Studies And Transit-Oriented Development Policy Development

Caltrain Citizens Advisory Committee
September 19, 2018
Agenda Item 7
Overview

• Purpose and Relationship between the Projects
• Rail Corridor Use Policy Overview
• Station Management Toolbox Overview
• Transit-Oriented Development Policy Overview
• Relationship to Caltrain Business Plan
Purpose of the Three Projects

• Three interrelated planning and policy analyses to address station access and transit-oriented development (TOD)

• Key questions for each project:
  - **Rail Corridor Use Policy:** *What* can be developed on JPB property? *Who* can use JPB right-of-way and real estate?
  - **TOD Policy:** *How* should Caltrain develop available property?
  - **Station Management Toolbox:** Help answer “*Why*?” questions, to help assess outcomes and trade-offs of station access and TOD decisions
TOD and Station Access at Caltrain Stations: What, Who, How, and Why

Relationship between the three projects

RAIL CORRIDOR USE POLICY

WHAT can be developed on Caltrain's property?
WHO can use Caltrain ROW and real estate?
- Evaluate balance between transit needs and revenue opportunities on JPB property
- Create inventory of real estate assets and holdings
- Enhance policies for use/management of Caltrain real estate and ROW
- Formalize process for making decisions on use of Caltrain property

Data from RCLUP will inform TOD Policy development (eg, inventory of opportunity sites, etc.)

STATION MANAGEMENT TOOLBOX

Answers to WHY: Assess potential outcomes and trade-offs at stations.
- Create data-driven approach to station management and decision making
- Test or evaluate options to aid policy development and decision making
- Evaluate performance against goals established through policy documents

Toolbox performance analyses can inform RCLUP updates over time

TOD POLICY

HOW should Caltrain develop available property?
- Establish goals for TOD on Caltrain property
- Set forth policies to guide disposition of real estate assets; business objectives associated with joint development decisions (including balance between affordable housing and revenue); engagement with local planning efforts; and other actions to promote TOD

TOD goals and policies will inform Toolbox performance measures and targets

Toolbox analysis will inform TOD policy development, including trade-offs analyses (eg, affordability v. revenue, parking v. TOD, etc.)
Rail Corridor Use Policy (RCUP)

- **Purpose:** Develop a policy to facilitate the processing, review, and approval of proposed uses and projects on JPB property

- **Objectives:**
  - Create a framework to evaluate potential conflicts between future transit uses and long-term development opportunities
  - Provide a coherent process for the review of proposed uses and projects on JPB property
  - Provide Board-level input and transparency on long term, high dollar value decision-making processes and outcomes related to JPB property
Rail Corridor Use Policy (RCUP)

• Tasks include:
  - Update inventory of JPB-owned property assets
  - Establish broad “property use” zones based on current, planned, and potential future needs for railroad uses
  - Analyze the tradeoffs between preserving JPB property for potential future railroad needs and allowing potential commercial leases and joint-development projects on the property
  - Develop an administrative framework for processing property use decisions (including distinguishing between staff-level decisions and Board-level decisions)

• Timing: TBD – aligning with Business Plan
Station Management Toolbox

• **Purpose:** Provide a decision-making tool and technical analysis to help assess potential outcomes and trade-offs associated with access improvements and TOD at stations

• Funded by FTA planning grant

• **Objectives:**
  - Establish performance goals and metrics related to Caltrain’s station-based assets and programs
  - Provide Caltrain with a methodology to quickly and transparently evaluate the performance of potential access investments and transit oriented developments at and near stations.
Station Management Toolbox

• Tasks include:
  - Phase 1 – Create the Toolbox Framework: Establish the range of decision and planning scenarios where the Toolbox is needed, and propose tools for quantitative analysis to aid in decision-making
  - Phase 2 – Build the Toolbox: Create the set of tools that will comprise the Toolbox and facilitate technical analysis
  - Phase 3 – Test the Toolbox: Use case studies of three Caltrain stations (South San Francisco, Belmont, and Redwood City) to test the Toolbox and develop case study plans

• Timing: Phase 1 and 2 – completed
  Phase 3 TBD – aligning with Business Plan
Station Management Toolbox – Draft

Graphic User Interface for Tool Inputs

SYSTEMWIDE INPUT

- Service Level: 100 % of baseline
- Fare: 100 % of baseline
- Ride Hailing Trend: High
- Parking Cost: 100 % of baseline

STATION INPUT

Station: Redwood City

AREA DEVELOPMENT

Caltrain Transit-Oriented Development Options

Site: A 2016 Baseline
- Residential: 0 DU, 0 KSF
- Office: 0 KSF
- Retail: 0 KSF
- Other Commercial: 0 KSF
- Affordable Housing: 0 %

Site: B 2016 Baseline
- Residential: 0 DU, 0 KSF
- Office: 0 KSF
- Retail: 0 KSF
- Other Commercial: 0 KSF
- Affordable Housing: 0 %

Site: C No site available
- Residential: 0 DU, 0 KSF
- Office: 0 KSF
- Retail: 0 KSF
- Other Commercial: 0 KSF
- Affordable Housing: 0 %

Caltrain Parking
- Baseline Parking: 557 Spaces
- Parking Removed by TOD: 0 Spaces
- Parking Added by TOD: 0 Spaces
- New Parking Total: 557 Spaces

STATION INPUT (Continued)

Other Station Area Developments
- Residential: Baseline 7942, New Total 7942 DU
- Office: 6491 KSF
- Retail: 598 KSF
- Other Commercial: 2301 KSF
- Affordable Housing: 0 %

AREAS CONNECTIVITY

Public Transit Access
- Default: Med
- Med - Station has regular bus transfer opportunities
- Capital Costs for Access Improvements: $1K N/PV
- Operating/Maintenance Costs for Access Improvements: $1K Annual

Employee Shuttle Program
- Shuttles during AM Peak Hour: 0 New Total 8 Shuttles
- Capital Costs for Access Improvements: $1K N/PV
- Operating/Maintenance Costs for Access Improvements: $1K Annual

Station Area Walkability
- Default: Med
- Med - Station area is accessible to pedestrians but marginally comfortable
- Capital Costs for Access Improvements: $1K N/PV
- Operating/Maintenance Costs for Access Improvements: $1K Annual

Bikable miles within 1 mile of station
- Value: 0, New Total 0, Dollars 0
- Lane Miles: 1.5 Class I, 1.5 Class II, 1.5 Class III, 0 Class IV
- Capital Costs for Access Improvements: 0 Dollars
- Operating/Maintenance Costs for Access Improvements: 0 Dollars

Restore Systemwide Default  Restore Station Default  See Detailed Report
Station Management Toolbox – Draft

Graphic User Interface for Tool Outputs
Transit-Oriented Development (TOD) Policy

- **Purpose:** Establish agency goals related to TOD and set forth a series of policies for disposition of JPB real estate assets

- **Objectives:**
  - Hone the list of development “opportunity sites” from the RCUP to identify key opportunities to promote TOD, and analyze trade-offs with the Toolbox
  - Adopt policies related to the agency’s role as an advocate and stakeholder related to third-party development near Caltrain
  - Develop a set of general business objectives to guide disposition of agency property for development (including balancing revenue vs. affordable housing)
TOD Policy

• Tasks include:
  - Create detailed summary of potential opportunity sites, potential development scales, and potential revenue
  - Characterize key trade-offs for JPB’s goals, business terms, and other activities (e.g., affordability targets vs. revenue)
  - Identify potential value capture strategies
  - Explore benefits of development in broader station areas near Caltrain corridor and possible criteria for endorsement of development projects near stations

• Timing: targeting Board adoption summer 2019
Relationship to Caltrain Business Plan

• These three projects will form a comprehensive technical and policy-based understanding of the extent to which the JPB’s real estate assets can be effectively monetized

• Caltrain Business Plan will closely coordinate with these three initiatives, leveraging their technical findings and incorporating any policy direction the Board provides through these studies
Questions and comments?