

January 15, 2026 Community Meeting

# Visioning for Future Development at Bay Fair BART Property (County Portion)



# Project Team

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## Bay Fair Leadership Team:

- Alameda County Community Development Agency, Planning Department
- BART

## Partners & Coordination Team

- Public Works Agency, Alameda County
- MTC-ABAG
- REACH Ashland Youth Center

## Consultant Team

- Aaron Welch Planning, Kearstin Dischinger Consulting
- Van Meter Williams Pollock



ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

# Agenda

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## Presentation

1. Welcome
2. Alameda County Planning Context
3. Overview of Bay Fair BART County Site
4. BART Transit-Oriented Development Process
5. Focus of Open House: Vision, Goals, and Objectives

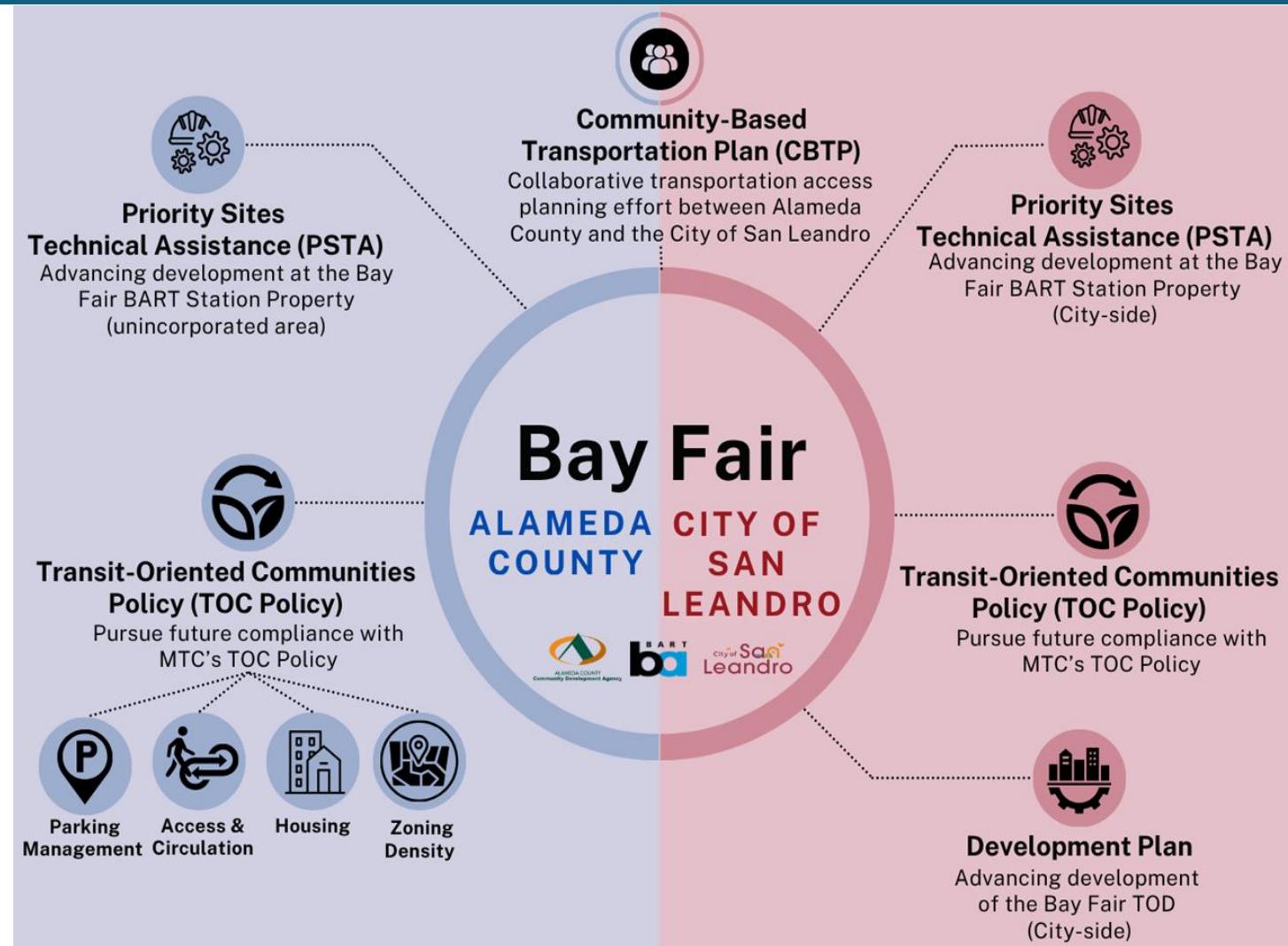
## Open House

Circulate, Ask questions, Make comments



# Related Planning Work

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# Alameda County Purpose

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**Educate the community** about the unique development process for this site.

**Gather community input** to inform the Goals and Objectives for future development.

## Pre-development work

- Advance pre-development work necessary to support development.
- Participate in the developer solicitation phase (RFP/RFQ).
- Identify potential County actions to support future development.

## Policy Implementation

- Further the County's Housing Element program goals.
  - Program 1.C: Facilitate Housing at Bay Fair BART Site.
- Confirm compliance with state laws – AB 2923 (2018) & SB 79 (2025).
- Establish Objective Design Standards for future entitlement.

**Entitlement review** (Planning) of future proposal(s) for Zoning standards consistency and policy conformance.

# Planning Context

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# County Regulatory Framework

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## **Alameda County 6<sup>th</sup> Cycle Housing Element (Adopted 2024)**

- Zoning Ordinance & Objective Design Standards Amendments
- Program 1.C: Facilitate Housing at Bay Fair
- Eden Area General Plan

## **MTC-ABAG Transit-Oriented Communities Policy (TOC Policy)**

1. Increase housing supply near transit
2. Increase density for businesses and commercial development near transit
3. Prioritize bus transit, active transportation and shared mobility (i.e. bike share and car share)
4. Support and build partnerships to create equitable Transit-Oriented Communities

## **AB 2923 & SB 79**

- Conformance with state laws which require transit-oriented developments (TOD) standards such as those implemented as part of the County's Housing Element rezoning of this site.

## **East Bay Greenway (Alameda County Public Works Agency)**

- Design and implement a key portion of the East Bay Greenway to improve connection to BART and surrounding area.

# BART TODs - Examples

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## Common Features

- Open Spaces / Plazas
- Housing & Complementary Uses
- Multimodal Access Enhancements, including:
  - Safe walking and biking connections
  - Improved transit connections
  - Right-sizing of BART rider parking post pandemic
- Pick-up/Drop-off Zones and New Streetscapes



*Apartments with retail, dining, & paseo at Walnut Creek BART, completed 2023*



*El Cerrito Plaza BART TOD, began construction in 2025*



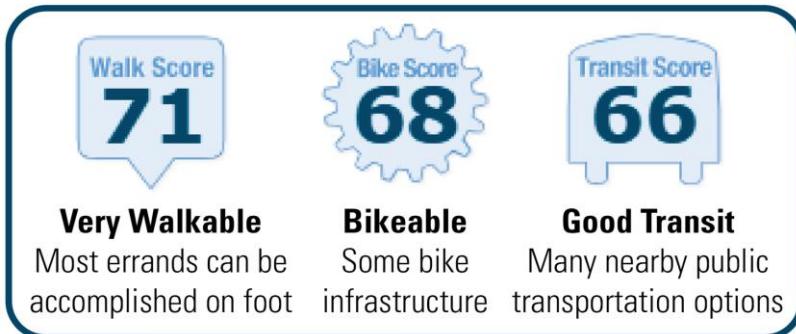
*Proposed bike path, drop-offs and station access at North Berkeley BART*



*BART Plaza, mixed-use residential at Pleasant Hill BART, completed 2020*

# Site Context

- Surrounding area is a mix of uses- mostly low density residential and commercial.
- Multiple schools in the vicinity.

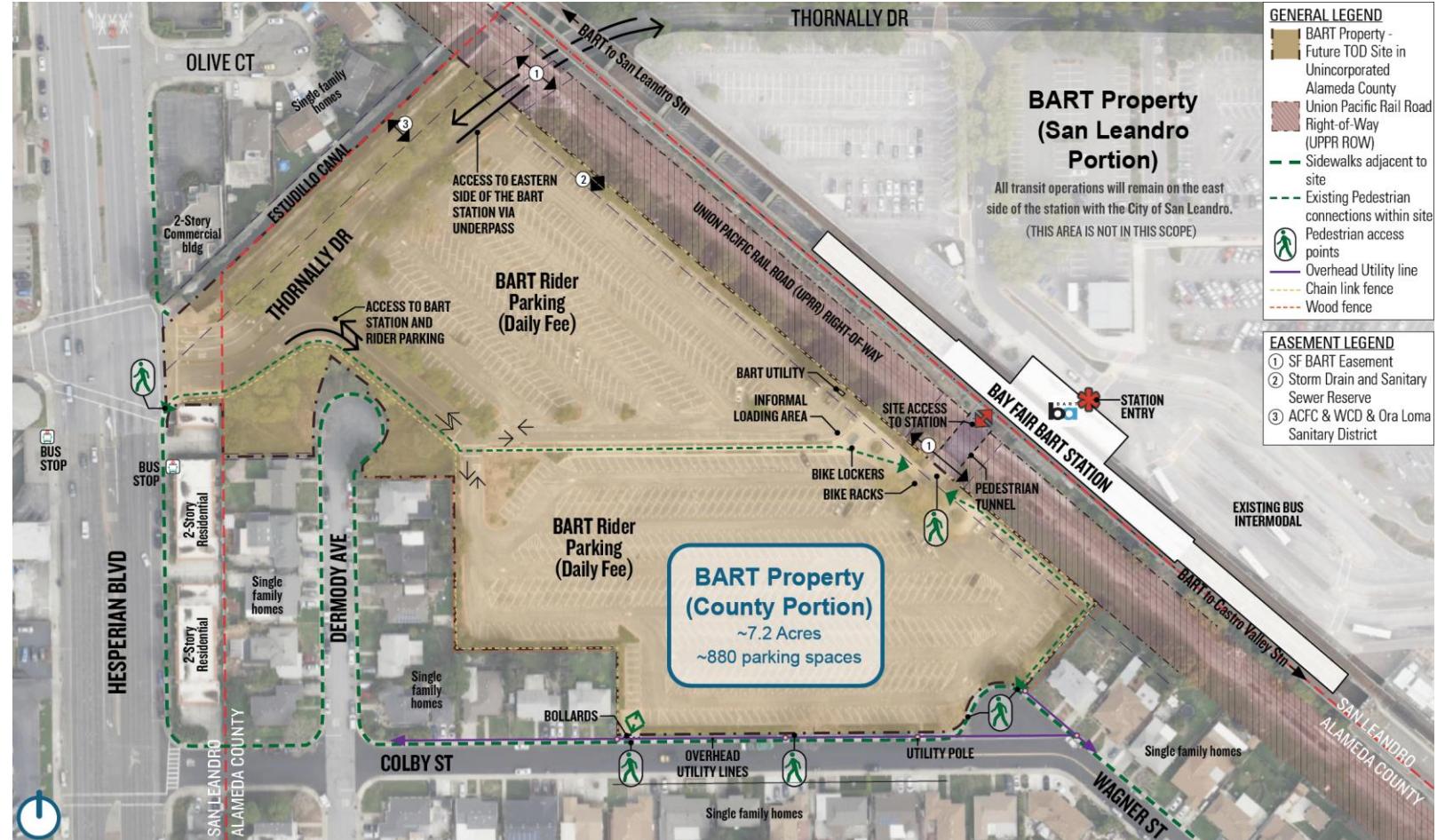


# Site

## Bay Fair TOD



- Site Area: ~7.2 Acres (Developable Area)
- Currently used for BART rider parking
- Two street frontages- along Colby Street and Thornally Drive
- Connection to east side of station:
  - Vehicular/bicycle: via Thornally Drive underpass
  - Pedestrian: via underpass at station entry.



# Site Photos

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**A:** Site access off Thornally Dr



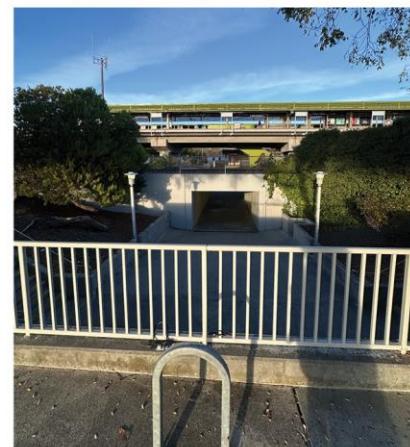
**B:** Thornally Dr vehicular underpass



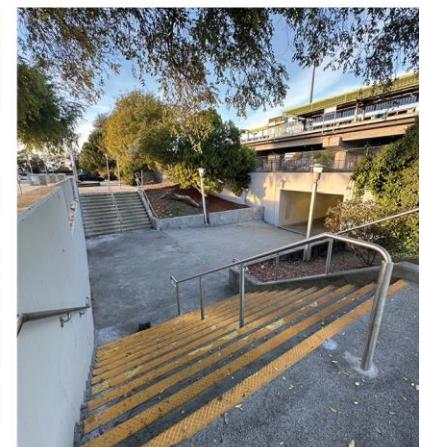
**C:** Colby St street frontage with overhead utilities



**D:** Existing pedestrian connections

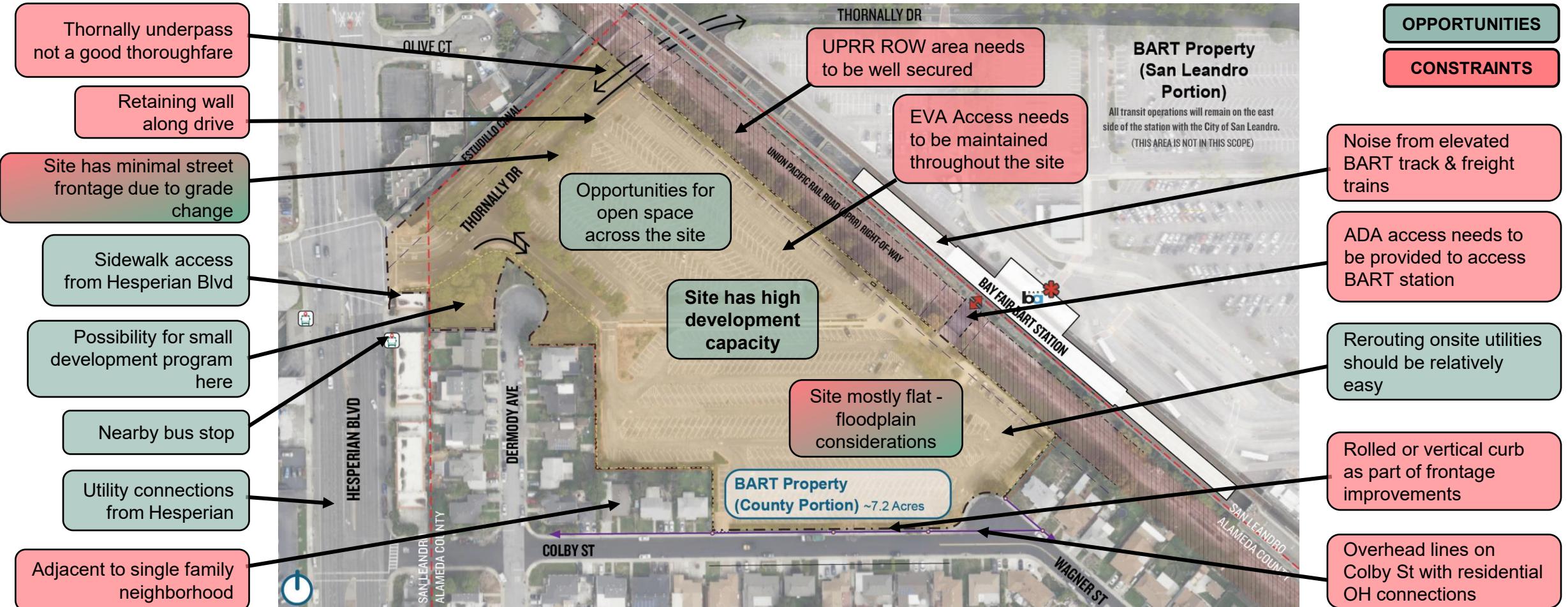


**E, F:** Pedestrian underpass to BART station



# Opportunities & Constraints

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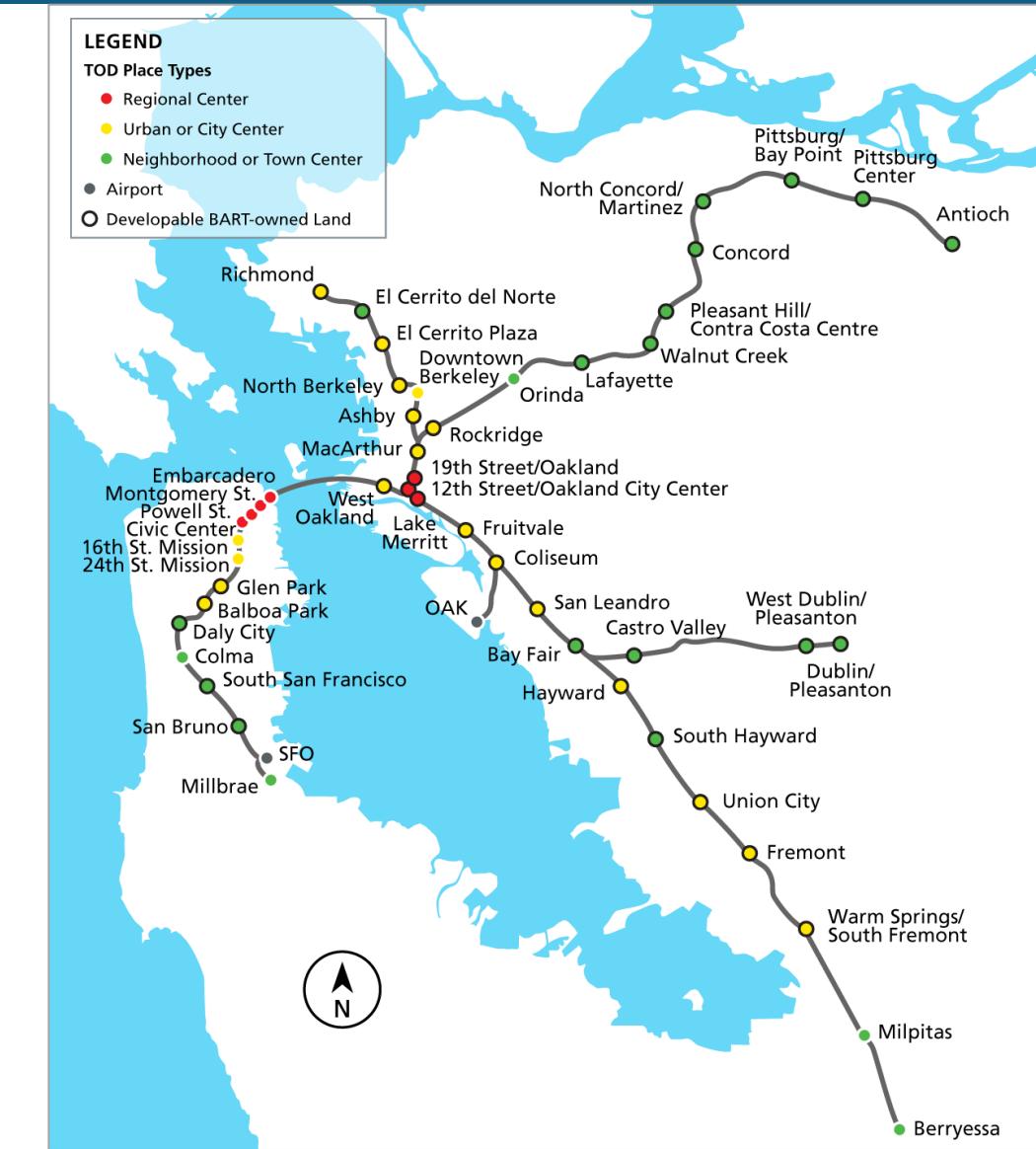
# Overview of BART TOD Program

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## Why Does BART Do TODs?

- **Grow BART ridership:** TOD residents are 2x as likely to ride BART vs non-TOD residents
- **Climate Action:** Housing near transit produces 50% fewer auto trips vs conventional development
- **Lower Cost of Living:** Transportation costs for those living near BART are 24% lower than average



# BART Policies that Guide TOD

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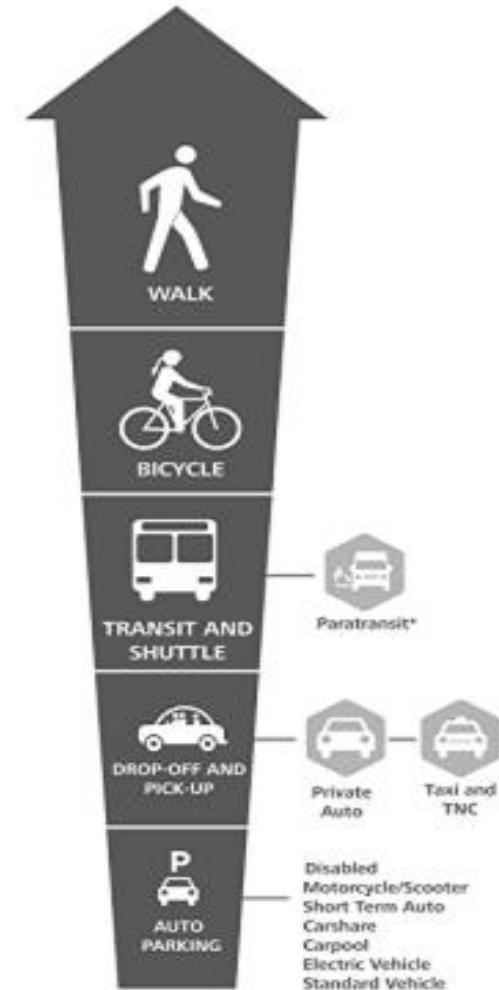


## Station Access

- *“Balanced Intermodal”* Station Access Type
- Station Access Policy
- Multimodal Access Design Guidelines
- Transportation Demand Management (TDM) Program

## Transit Oriented Development

- *“Neighborhood Town Center”* Place Type
- AB 2923 Development Principles
- BART’s TOD Guidelines and TOD Policy
- Affordable Housing Policy – 20% minimum, 35% portfolio-wide target
- Labor Requirements – Prevailing Wage, Project Stabilization Agreement



\*All stations must be paratransit accessible

# BART's Transit-Oriented Development (TOD) Process

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# BART TOD Policy - Goals

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- A. Complete Communities.** Partner to ensure BART contributes to neighborhood/district vitality, creating places offering a mix of uses and amenities.
- B. Sustainable Communities Strategy.** Lead in the delivery of the region's land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals.
- C. Ridership.** Increase BART ridership, particularly in locations and times when the system has capacity to grow.
- D. Value Creation and Value Capture.** Enhance the stability of BART's financial base by capturing the value of transit and reinvesting in the program to maximize TOD goals.
- E. Transportation Choice.** Leverage land use and urban design to encourage non-auto transportation choices both on and off BART property, through enhanced walkability and bike-ability, and seamless transit connectivity.
- F. Affordability.** Serve households of all income levels by linking housing affordability with access to opportunity.

*Board update adopted April 2020*

# TOD Goals & Objectives (G&O)

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- **Educes Interested Developers** – The G&O is included in the Developer Solicitation (i.e. RFP) to inform developers of what BART & local stakeholders hope a TOD will achieve
- **Forwards Existing Policies** – Guided by existing BART & County policies
- **Grounded in Community Input** – Incorporates community input & identifies the goals that are shared priorities amongst all stakeholders
- **Financial Feasibility** – After collecting the diverse priorities & input received, weigh which desires are economically feasible objectives to expect from a future TOD



*Goals open house at El Cerrito Plaza station*

Goals & Objectives (G&O) Category	Examples
<b>Complete Communities</b>	Parks, visual connections, public spaces (i.e. plazas), vibrant ground floors (i.e. retail), community engagement, childcare center, bike station
<b>Sustainable Communities</b>	Green design standards, reduce vehicle-related emissions
<b>Ridership</b>	Increase ridership during non-peak times
<b>Value Creation and Value Capture</b>	Generate revenue for BART, innovative financing methods for large-scale infrastructure
<b>Transportation Choice</b>	Improved connection to buses, signage/wayfinding, bikeshare station, secure bicycle parking, improve pedestrian or accessible (ADA) routes
<b>Affordability</b>	Affordable housing for low-income households, senior housing

# Schedule & Next Steps

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## Open House:

Please roam around the room, engage in the material, contribute your comments!

## Next Steps:

- Next community meeting: present Draft Goals & Objectives (G&O) for the site.
- Integrate tonight's work with the other parallel planning efforts underway within City of San Leandro & County.
- BART Board to take action on the Goals & Objectives for a future Bay Fair TOD
- Estimated timing for when BART will solicit development proposals is in 2028 (with a final version of Goals and Objectives attached)

# Thank you!

## Breakout to Open House Boards

