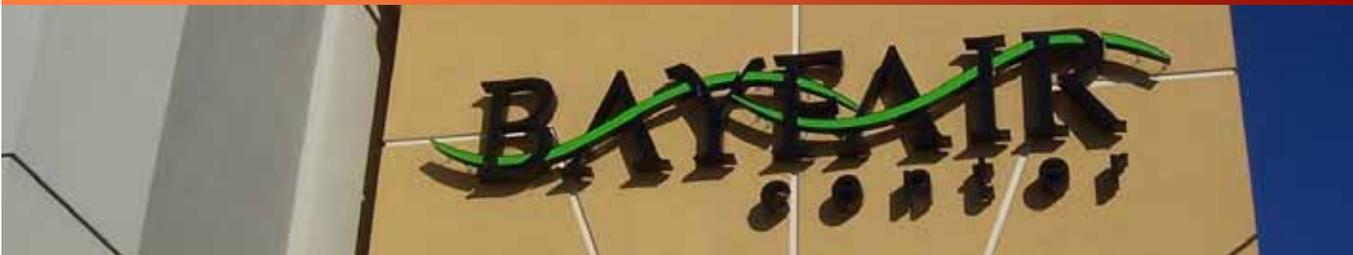


Bay Fair BART Transit-Oriented Development (TOD) & Access Plan

Community Meeting #3

March 3, 2007





Bay Fair BART TOD & Access Plan

Meeting Agenda



- Open House
- Welcome/Opening Remarks
- Updates
- Presentation of 3 Alternative Options (Under Consideration)
- Breakout Discussion + Recap
- Closing Remarks

Presentation Overview



- Study Context
- Community Outreach
- Station Area Security & Improvements
- What is TOD? + Urban Design
- 3 Alternative Options/Development Examples (Under Consideration)
- Next Steps

Study Context



Project Goals

- Make “a great place” that is high-quality, safe, vibrant & inviting
- Create direct, attractive & safe connections
- Provide a range of housing choices
- Foster fiscal & economic growth & vitality
- Increase transit ridership through TOD
- Identify parking needs

Study Context



- Partnership with City, County, Bayfair, AC Transit & Caltrans
- Existing Character & Transit-Related Facilities
 - Suburban residential character
 - Retail uses
 - Roadway network
 - BART
 - Bus corridor & intermodal center
 - Bike parking



Community Outreach



Community Meeting #1

9/16/06

Opportunities, Constraints & Needs

- Improve safety & security
- Preserve neighborhoods/No eminent domain
- Provide direct & safe connections
- Improve station cleanliness & appearance
- Add BART parking
- Bayfair needs broader range of stores

Community Meeting #2

12/09/06

Bay Fair Safety & Security

- Clarify law-enforcement agency coordination
- Spillover parking - parking program & enforcement
- Speeding - traffic calming
- Criminal activities - report crime

Station Area Security & Improvements



Security

- 1 full-time City officer
- County Community Oriented Policing Unit (COPS), 1 new parking technician
- Target “Safeness” program - video surveillance & partnership with local police & jurisdictions
- Bayfair & Cinemark security officers
- BART security cameras, officer escort to cars, emergency call boxes/payphone 911 to BART PD, undercover units & landscaping

Improvements

- Bayfair landscaping, lighting, enhanced sidewalks, crosswalks, signage in 2004/05
- Upgraded BART station lighting, repaving, ADA enhancements in 2004/05
- Current County Coelho Streetscape project
- BART Station Modernization Program

Station Area Security & Improvements



- Security
 - potential improvement to station design



Modified tunnel

Key Issues



Access

- Circuitous navigation
- Lack of direct, attractive & safe connections
- Poor signage
- Integrate bus intermodal center

Land Use

- Lacks identity & character
- Potential community impacts
- Development opportunities at BART & Bayfair
- Short-term TOD opportunities most likely within 5 - 10 years

Key Issues



Parking

- Fully occupied in a.m.
- Spillover parking
- Consider maintaining or reducing BART parking at Downtown San Leandro
- Potential greater demand from future growth & BART expansion
- How much BART replacement parking?
- Parking garages costly to build, operate & maintain

What is Transit-Oriented Development (TOD)?

Major Concepts:

- Pedestrian, bicycle & transit-friendly community
- Mix of residential, retail, commercial and civic uses within walking distance of transit stops
- Housing choices including a mix of densities, housing types & incomes
- Growth that is compact & transit-supportive
- Reduced parking



Orenco Station,
Oregon





Questions & Answers



Land Use & Urban Design

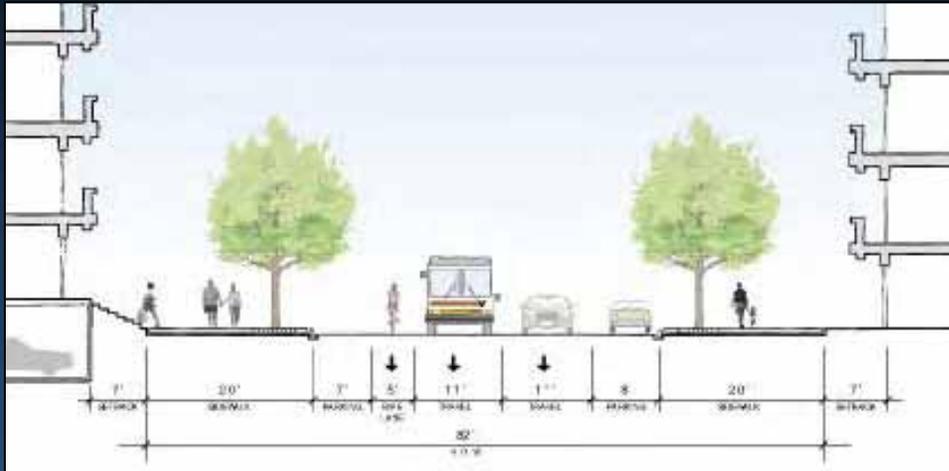
- What are your thoughts about the options as they relate to location of structures & land uses?
- What elements would you recommend to enhance the livability of your neighborhood & station area?
- How should the neighborhood's identity & character be reflected in the design of the development & public space?
- What designs & measures would be appropriate to enhance safety & security?

Station Area Access

- How important is fully replacing commuter parking in the context of urban design & other station area community goals?
- What are your thoughts about the access improvements? How should we prioritize them?

Street Design

BART Entry (One-way between Thornally & Station)



Thornally Drive (between UP tracks & Mooney)



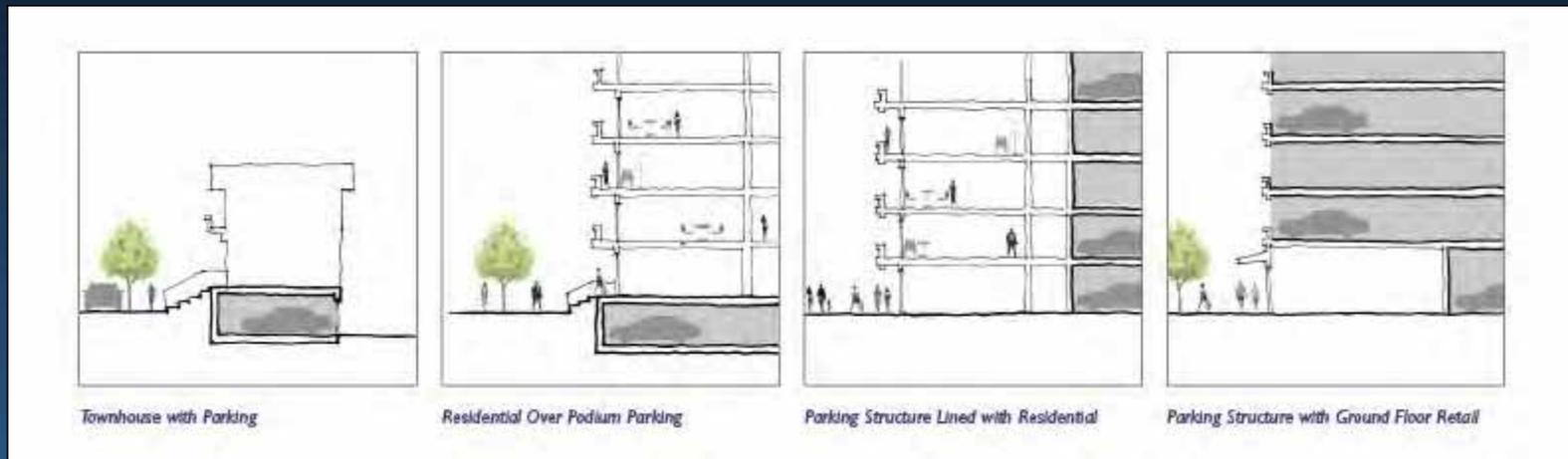
Street Design



“Eyes on the Street”

Street Design

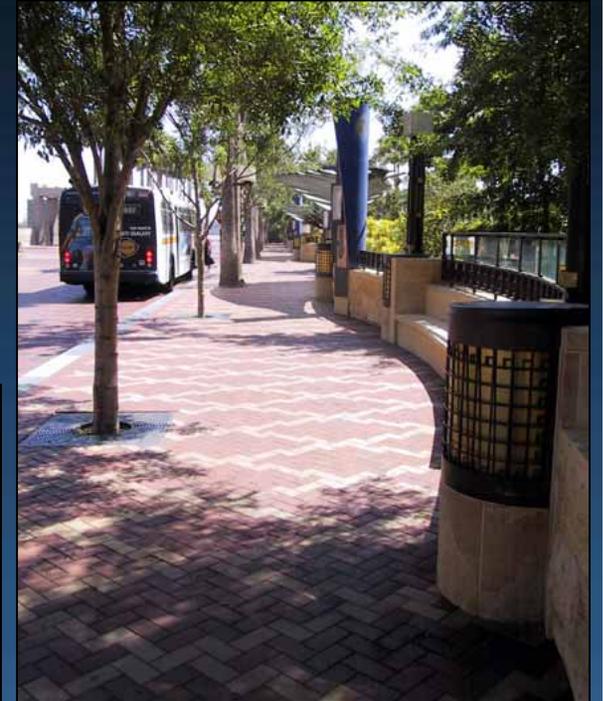
Accommodating parking while also creating an active & appealing pedestrian experience



Enhancing Pedestrian Connections



Enhancing Identity & Character



Design of Public Spaces



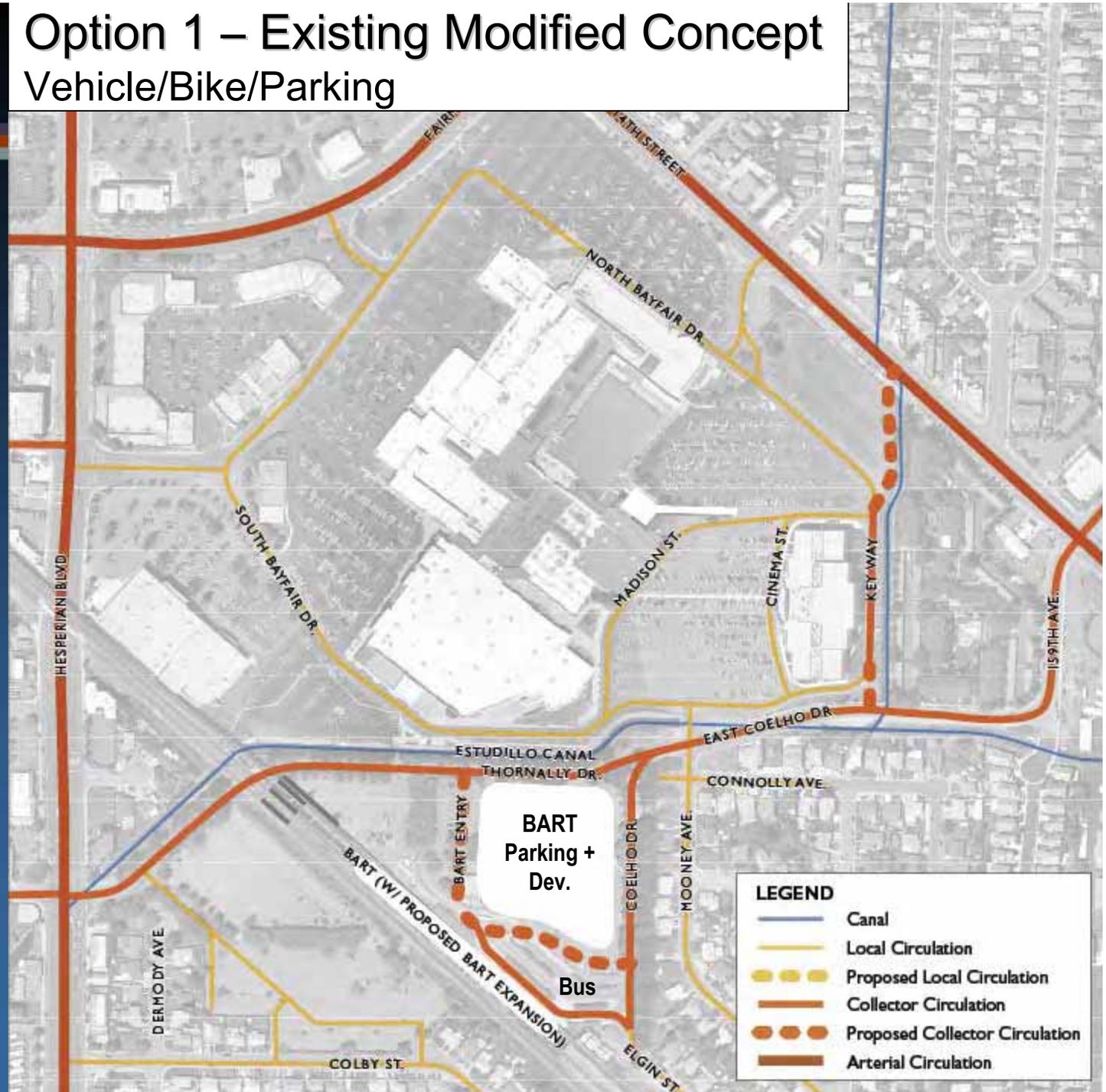
Design of Parking Garages

Parking garages CAN actually be attractive!



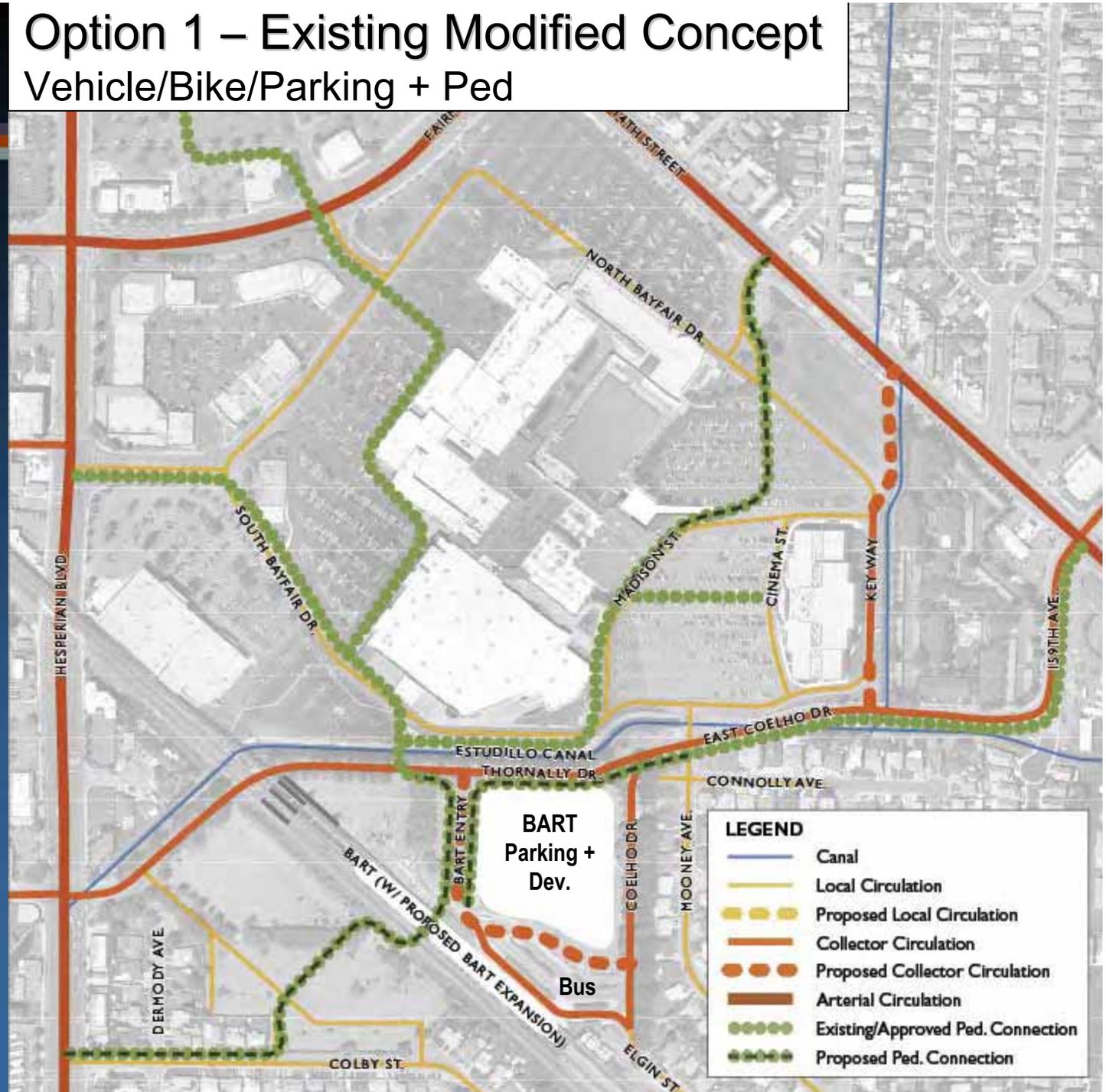
Option 1 – Existing Modified Concept Vehicle/Bike/Parking

- New “Key Way”
- Existing BART entry shifted to align better with center of station & create a more usable parcel west of entry
- Roadways accommodate vehicles & bikes
- BART replacement parking on BART site
- Bus transfer center in same location



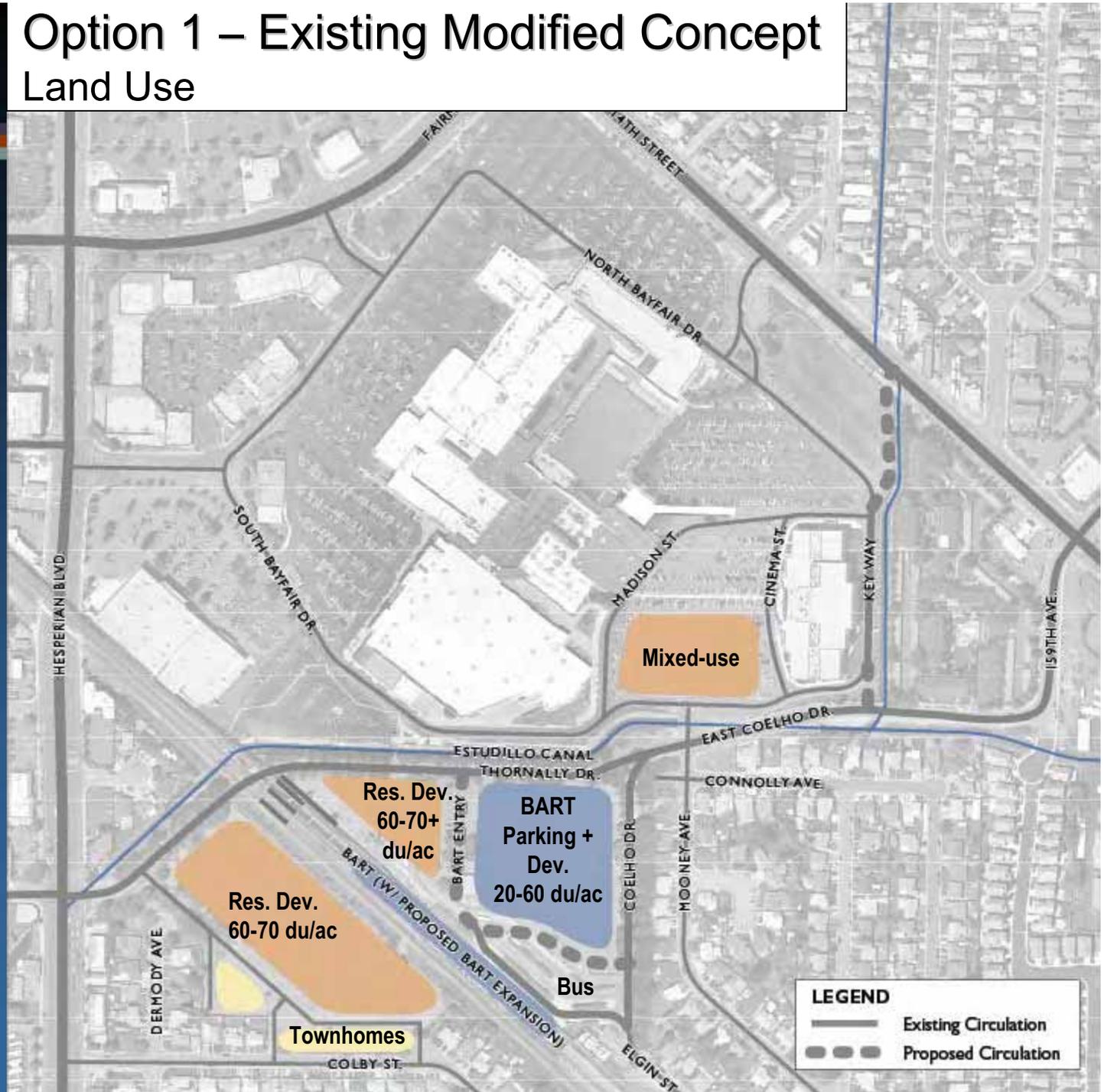
Option 1 – Existing Modified Concept Vehicle/Bike/Parking + Ped

- New “Key Way”
- Existing BART entry shifted to align better with center of station & create a more usable parcel west of entry
- Roadways accommodate vehicles & bikes
- BART replacement parking on BART site
- Bus transfer center in same location
- New ped connections at BART & Bayfair
- Public space & streetscaping



Option 1 – Existing Modified Concept Land Use

- Draft Eden Area General Plan supports densities shown on County side
- Potential for higher density on City side
- Mixed use at Bayfair
- Opportunities for open space



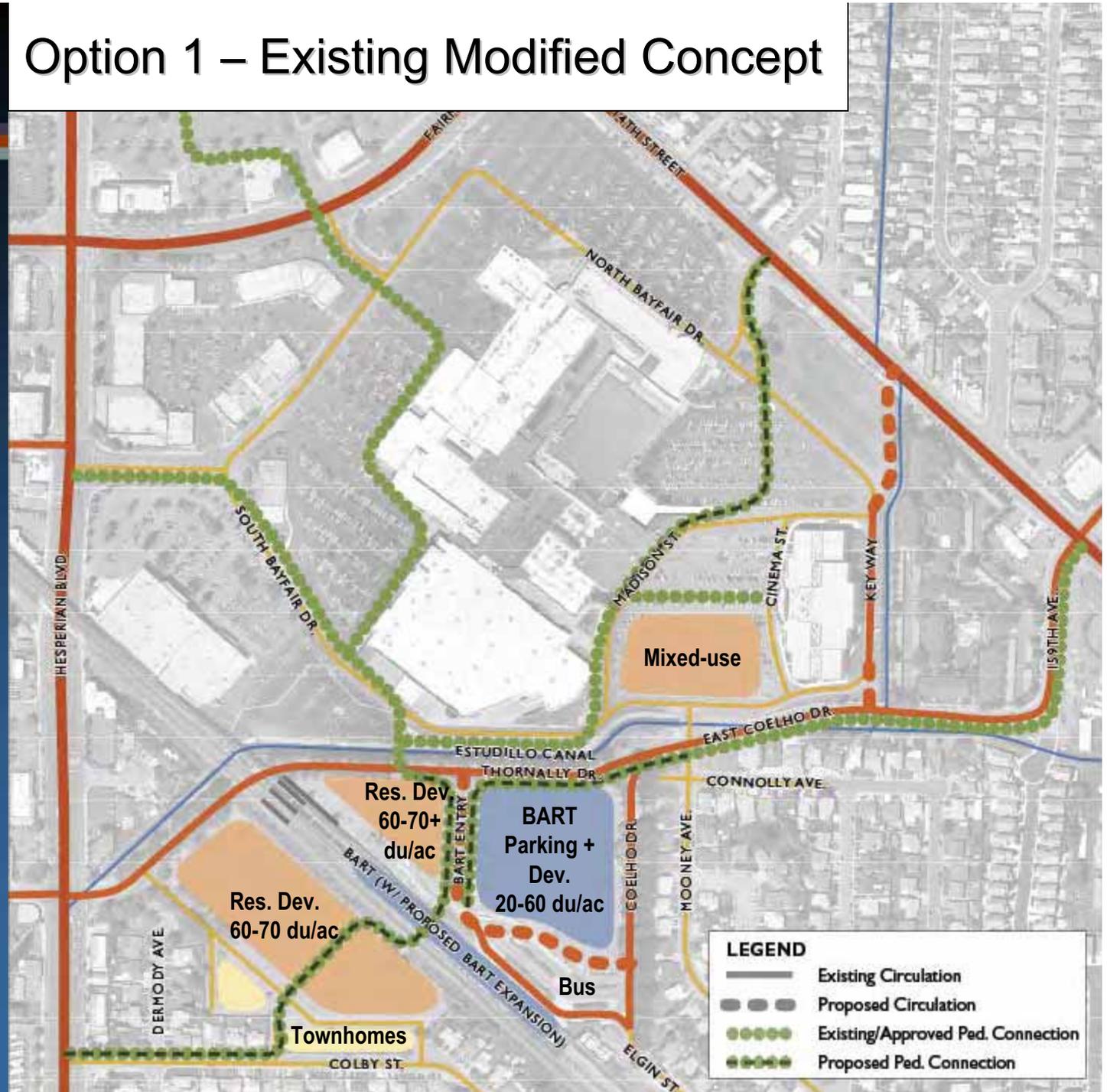
Option 1 – Existing Modified Concept

Potential Benefits

- Some improved connections
- More housing options
- Climate change
- Tax, Retail & Fare Revenues
- Transit ridership

Potential Impacts

- More traffic at Coelho/Thornally
- BART ped remains underpass
- Ped bridge to Bayfair is main connection



Development Examples



Type: Standard Bloc
Gross Density: 10 - 35 du/ac



Type: 4 or 6-Plex w/Tuck-Under Parking
Gross Density: 20 - 40 du/ac



Type: Courtyard
Gross Density: 10 - 30 du/ac

du/ac = dwelling units per acre

Development Examples



Type: Block or Row
Gross Density: 24 - 60 du/ac



Type: Block Wrapped Around Garage
Gross Density: 40 - 100 du/ac



91 units
100 du/ac

Option 2 – Diagonal Concept Vehicle/Bike/Parking

- New "Key Way," "Cinema St." & "Diagonal St."
- Roadways accommodate vehicles & bikes
- Shared parking on Bayfair site
- Bus transfer center in same location



Option 2 – Diagonal Concept Vehicle/Bike/Parking + Ped

- New "Key Way," "Cinema St." & "Diagonal St."
- Roadways accommodate vehicles & bikes
- Shared parking on Bayfair site
- Bus transfer center in same location
- New ped connections at BART & Bayfair
- Public space & streetscaping



Option 2 – Diagonal Concept Land Use

- More developable parcels
- Draft Eden Area General Plan supports densities shown on County side
- Potential for higher density on City side
- Mixed use at Bayfair
- Opportunities for open space



Option 2 – Diagonal Concept

Potential Benefits

- Improved security
- Improved connections & circulation
- Commuter traffic focused at Bayfair
- Commuters shop at Bayfair
- More housing options
- Climate change
- Tax, Retail & Fare Revenues
- Transit ridership

Potential impacts

- More traffic at Bayfair & Coelho
- BART ped remains underpass



Development Examples



Hillside Village Berkeley : Mixed-Use with 65 units / 80+ du/ac

- Walking distance to Downtown Berkeley BART
- Assigned secured gate parking integrated into ground floor, available for fee
- Rooftop gardens as open space



Development Examples



265 units
66 du/ac



210 units
110 du/ac

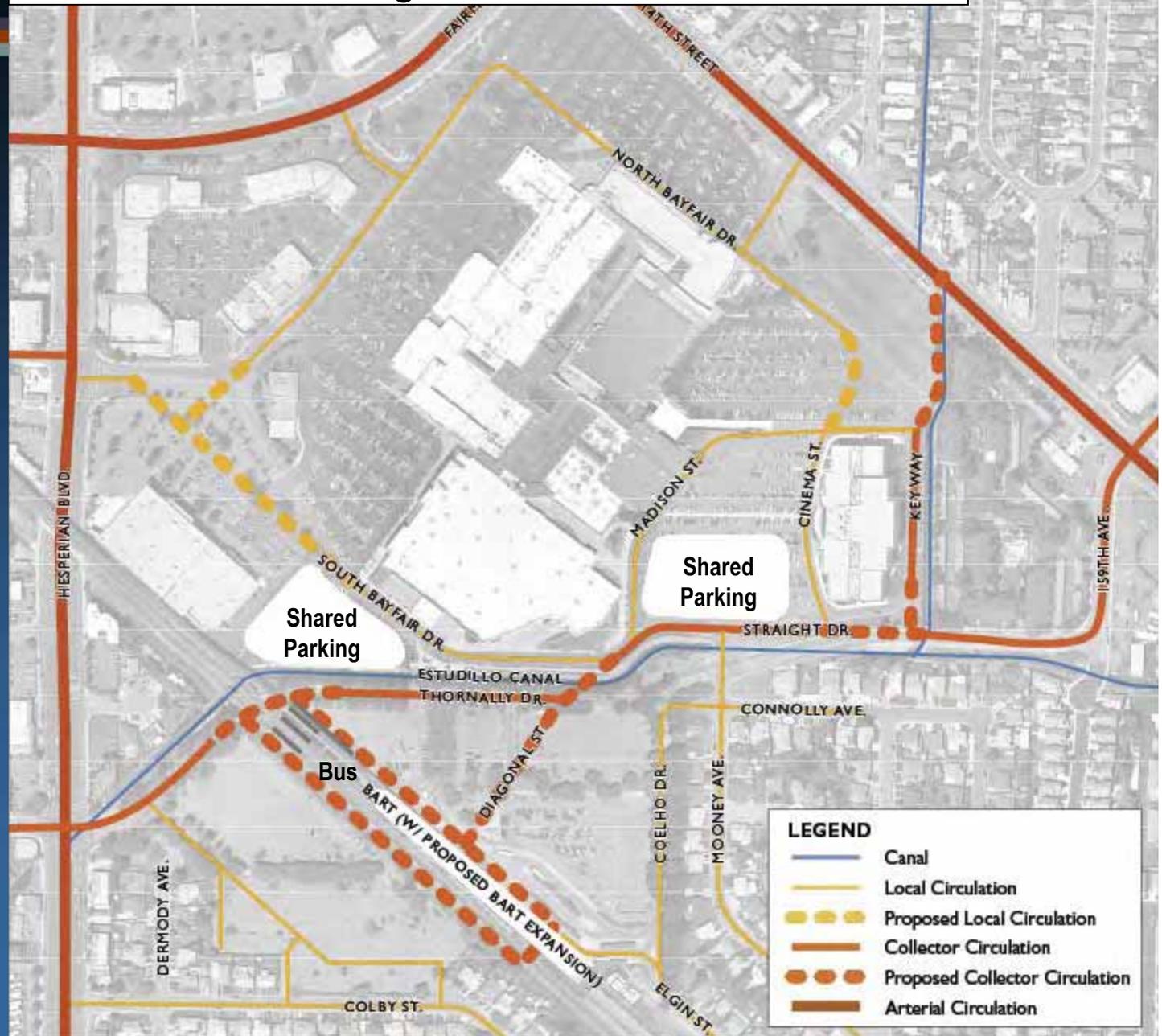


66 units

du/ac = dwelling units per acre

Option 3 – Diagonal Long-Term Concept Vehicle/Bike/Parking

- New "Key Way," "Cinema St.," "Diagonal St." & "Straight Dr."
- Roadways accommodate vehicles & bikes
- Shared parking on Bayfair site
- Assumes no UP tracks
- Thornally at-grade
- Bus facility wraps around BART station



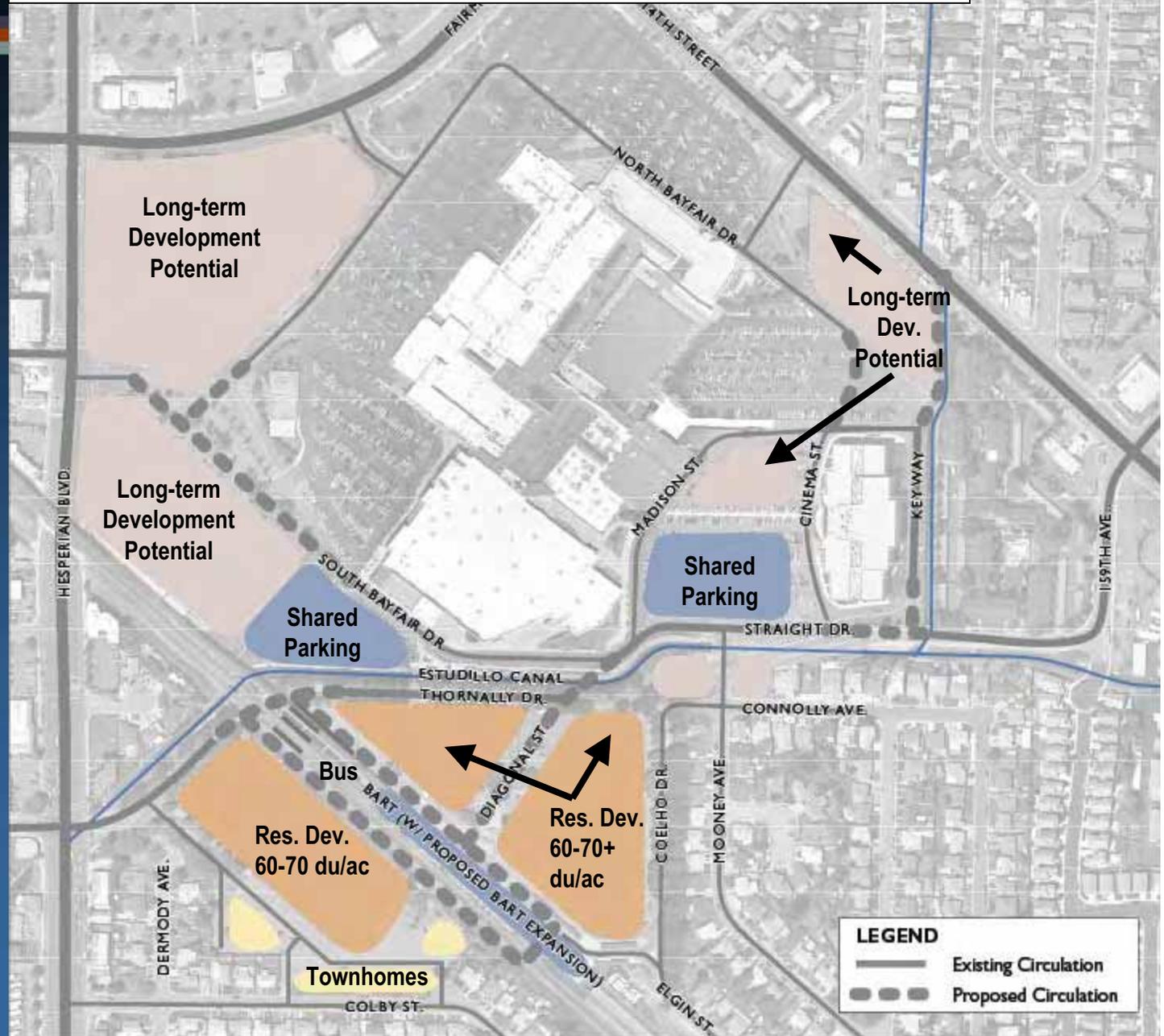
Option 3 – Diagonal Long-Term Concept Vehicle/Bike/Parking + Ped

- New "Key Way," "Cinema St.," "Diagonal St." & "Straight Dr."
- Roadways accommodate vehicles & bikes
- Shared parking on Bayfair site
- Assumes no UP tracks
- Thornally at-grade
- Bus facility wraps around BART station
- New ped connections at Bayfair, BART & beyond
- BART has at grade throughpass
- Public space & streetscaping



Option 3 – Diagonal Long-Term Concept Land Use

- More developable parcels
- Draft Eden Area General Plan supports densities shown on County side
- Potential for higher density on City side
- Mixed use at Bayfair
- Opportunities for open space
- Long-term development potential on other surrounding sites



Option 3 – Diagonal Long-Term Concept

Potential Benefits

- Improved security
- Excellent connections & circulation
- Commuter traffic focused at Bayfair
- Commuters shop at Bayfair
- More housing options
- Climate Change
- Tax, Retail & Fare Revenues
- Transit ridership

Potential impacts

- More traffic at Bayfair & Straight



Development Examples



Paseo Plaza Condos San Jose: 282 units / 76 du/ac

- San Jose redevelopment plan, linked to light rail transit with a series of public & private plazas
- 6-story urban residential units over ground floor 8,100 s.f retail
- Includes 7,775 s.f. retail
- 2-story, partially below-grade garage with 369 spaces

Development Examples



30 du/ac



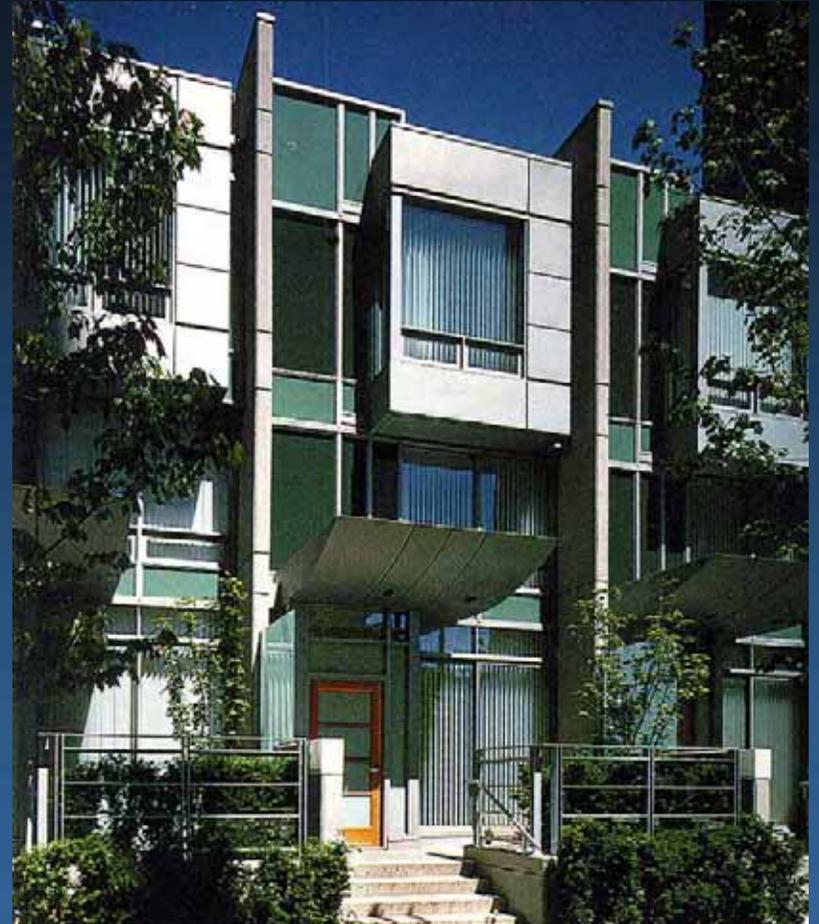
57 units

du/ac = dwelling units per acre

Development Examples



200 units



Next Steps



- Complete Study March 2007

After March 2007:

- Continue coordination with project partners
- Further evaluate concepts & eventually select preferred option
- Seek City & County approval on preferred option
- Continue community outreach throughout

Comments/Questions: tchan1@bart.gov

Webpage: www.bart.gov/bayfair

Thank You!