San Francisco Bay Area Rapid Transit

MEMORANDUM

To: Fremont Station Transit Oriented Development Team

Date: February 13, 2026

Re: Fremont Station TOD Basis of Design Criteria

Attached is a summary of criteria to be incorporated into the Fremont Station Transit Oriented Development (TOD) Basis of Design (BOD). These criteria are intended to provide the Developer's Design Team with information to develop a comprehensive project specific BOD and Maintenance Responsibility Matrix that will be submitted and reviewed by BART to communicate how the development intends to address the operational and design needs of the District. **This initial statement of criteria is not intended to replace future criteria that will result from site specific field and technical investigations**. The development team is responsible for verification of actual field conditions and addressing code compliance requirements as they apply to this development both from local agencies and BART.

Should additional information be required, a request should be made through Shannon Dodge, Principal Property Development Officer with BART Property Development, and Kamala Parks, BART Principal Planner, or their successors. Some information will require Security Sensitive Information (SSI) clearance, and some files may be required to view on BART property only.

BART Permits:

1) Permits for development on BART property are required. Permits will be required for:
    a. Site Investigation (drilling, monitoring, surveying of BART facilities)
    b. All construction and staging on non-leased parcel(s).
    c. Operation of facilities in and under the BART Operating Envelope and station.
2) BART Permit conditions will include limitations to minimize passenger impacts, emergency access, maintain the security of the station, and mitigate any impacts on the maintenance and station operations.
3) BART permit conditions may include considerations with respect to passenger impacts, security, and transit and maintenance operations.

Design Considerations for the BOD and Maintenance Responsibility Matrix to be develop by the Developer team:

The development team should prepare BOD and Maintenance Responsibility Matrix submittals that addresses the operational requirements and constraints included herein. Submission of the

BOD and Maintenance Responsibility Matrix shall be required in advance of submitting plans for review by BART.

The Maintenance Responsibility Matrix should include a list of assumptions detailing which entity would be responsible for maintaining the proposed infrastructure. (For example: BART is assumed to maintain lighting in the station and substation areas, but the Developer should maintain lighting in public spaces near the proposed development). Lighting on BART property shall comply with the foot-candle requirements of the current BART Facility Standard (BFS). Lighting on leased parcels shall comply with the foot-candle requirements of the local permitting jurisdiction, unless share use with BART patrons. Lights not maintained by BART shall be connected to a new power source from PG&E and metered to the Development; separate metering may be necessary for lighting that might impact BART patrons.

The following is a table template recommended to ensure BART understands the design assumptions for the project:

Owner	List of Assets	Maintenance Provider	Additional Permitting Agencies	Design Criteria	Design Criteria Exception Request
BART				BFS	
Developer or Third-Party					
City or other agency					

Preliminary Design Criteria/Requirements Considerations for Fremont TOD Improvements:

Based on the existing site and future BART planning for improvements, the following criteria have been developed. Relevant Sections of the BART Facilities Standards (BFS) can be provided for reference, if needed. The Developer team shall address the following in the BOD:

A) Utilities:
   a. Any new water line connections serving the District are to be clear and away from the private structural developments. All the requirements of National Fire Protect Association 13 (NFPA 13) and BFS are applied.
   b. Sewer and Water connections to existing BART facilities shall not be disrupted during operation hours.
   c. The development shall be required to install new utility services for all infrastructure associated with the development and not along BART's main access roadway or reserved TPSS area (described below in D, TPSS Requirements and Setbacks).

d. Gas Line: No gas lines will be permitted under the BART tracks
e. Services/Mainlines: Utility services to proposed buildings should be made from the existing streets to the proposed buildings. No mains or services should be designed to run through BART plazas/Station or through the TPSS areas described below in D, TPSS Requirements and Setbacks.
f. Storm Water Design: The Project will be required to comply with all applicable NPDES (National Pollutant Discharge Elimination System) Stormwater Permit requirements. Stormwater management from any parcels subject to the City of Fremont's building permit authority shall be regulated under the Municipal Regional NPDES Permit issued to the City of Fremont. Stormwater management for parcels not under the building permit authority of the City of Fremont will be regulated under BART's Phase II Small MS4 (municipal separate storm sewer system) General Permit and the Trash Amendments (Water Code 13383 Orders), issued by the California State Water Resources Control Board. The Project will be required to comply with all provisions of these permits and orders and will be required to enter into maintenance agreements for stormwater management with both the City and BART that will include stormwater infrastructure maintenance and submitting annual inspection and maintenance reports for the life of the Project.
g. Lighting for BART entries or BART passengers access pathway shall meet the BART Facilities Standards (BFS).

B) Structural Design for Buildings:
a. All improvements must be designed to minimize structural impact to BART infrastructure in accordance with the BFS Structural Design Criteria for Design and Construction Near Existing BART structures. In addition, the project must meet the requirements of the CBC (including the provision for Fixed Rail Transit) and City of Fremont Building Department.
b. Buildings exceeding the height limits specified on Table 12.2-1, Design Coefficients and Factors for Seismic Force-Resisting Systems of American Society of Civil Engineers 7 (ASCE), Minimum Design Load for Buildings and Other Structures must comply with the Performance-Based Procedure specified in ASCE 7. The seismic design and review process shall be conducted in accordance with Tall Buildings Initiative Guidelines for Performance-Based Seismic Design of Tall Buildings (most current version) developed by the Pacific Earthquake Engineering Center.
c. Impacts to Ground Water must be taken into consideration during the concept design and all phases of construction. Should a ground water impact of more than 2 feet be anticipated, a ground water recharge plan will be required, refer to BART's BFS Structural Design Criteria for Design and Construction Near Existing BART structures for details.
d. Shoring and temporary/permanent structural components incorporated into the construction staging plan or ultimate design that may impact BART facilities must be designed to BFS structural design criteria, refer to BART's BFS Structural Design Criteria for Design and Construction Near Existing BART structures for details.

e. No structural impact to BART infrastructure is allowed during any phase of construction.
f. The BFS geotechnical and structural design criteria may be referenced for BART analysis and design requirements for structures it is maintaining. Local building codes shall be consulted for the analysis and design requirements for buildings maintained by third parties.

C) Station Maintenance and Accessibility:
a. Existing Station Entrances shall remain operational at all times.
b. All existing station egress/ingress shall remain operational at all times.
c. A clearance of at least 10’ shall be maintained around the perimeter of all BART structures (elevator, substation and PG&E vaults).
d. All BART maintenance facilities need to have minimum access for Ford F350 or similar truck; 24/7 access to 2-4 stalls sized for BART maintenance trucks must be provided close to the operation facilities, e.g. the TPSS facilities.
e. A clearance of at least 10 feet shall be maintained around the perimeter of all BART utility structures (TPSS and PG&E vaults, and any potential extension of ventilation shafts).
f. BART cash truck staging and loading area shall be provided at the front of the BART station entrance.
g. Provide traffic assessments to determine the replacement or improvement for BART Customer Access needs.
h. Roadway access to substations should be designed to provide the most direct feasible route to the substation area, without requiring maneuvering through private developments.
i. System Service shall require a BART trash enclosure for a minimum of same size as the existing layout and to be near the station, no more than100 feet from station entrance.
j. Construction shall not commence without a phasing and staging plan detailing how patrons, bicyclists, autos, and emergency vehicles will access the station throughout all phases of construction. The plan shall detail ADA-compliant modes of ingress and egress.
k. ADA access to all BART entrances from public rights of way must be provided for in the design.
l. An overland release plan depicting the flow of storm water in the event all piping fails must be provided. The overland release plan must demonstrate that storm water will flow away from all station entrances and BART facilities.
m. Trees on BART property, or landscaping that will be maintained by BART, shall comply with the landscaping requirements of the BFS.
n. Planting near BART aerial/tracks shall be limited to prevent obstruction and will require review and approval by BART.

D) TPSS Requirements and Setbacks

a. Development must reserve the location for BART's existing TPSSs as shown in the attached sketches and details below.
b. A 50-foot setback from BART's improved TPSS is needed. This accommodates the potential need for BART to perform repairs, stage maintenance equipment, and incorporate access by emergency vehicles. The 50-foot setback can include roadway access for emergency and maintenance vehicles with entrance and exit points, and may overlap with the areas
c. Crane access and staging area to TPSS shall be provided; A clear width of 30 feet and length of 150 feet is needed to accommodate a crane and flatbed layout for BART to perform TPSS repairs.
d. A construction staging area of minimum 40 feet by 50 feet near BART TPSS is needed for TPSS improvements and repairs.
e. A temporary TPSS area of the size of 50 feet by 50 feet or 20 feet by 130 feet is required to be reserved for the installation of a temporary TPSS, which could be in place for years if the permanent TPSS is ever out of commission.
f. The reserved setback and temporary TPSS areas as required by BART must not be improved with any permanent facilities. Uses of these areas when not required for BART operations and maintenance are subject to BART's review and approval.

E) Safety and Security:

a. Emergency access shall be identified and designed in compliance with Fire Department, City and BART standards and regulations.
b. Areas reserved exclusively for emergency vehicles or BART maintenance vehicles shall be protected by bollards, striping, signage, or other means to prevent public access.
c. Design of TOD shall consider preventive measures for public safety and security. Following principles of Crime Prevention Through Environmental Design (CPTED), the buildings shall be designed to provide natural surveillance of publicly accessible areas, and avoid creating inactive areas/spaces that could negatively impact BART operations and safety.
d. BART will impose restrictions on window operability, outdoor balconies, and roof top use area where BART infrastructure such as BART substation, entrances and tracks could be impacted by projectiles coming from these areas. Security assessments are required and to be review and approved by BART PD.
e. Access for BPD to park at any station entrance must be provided. At minimum, two stalls shall be provided that are accessible 24 hours a day, 7 days a week
f. BART Police Department (BPD) will review and approve all security assessments and measures to ensure compliance with regulatory standards and best practices.

F) Fire Protection

a. These standards apply to all planned buildings on BART property.

- BART Facility Standards (BFS)
- NFPA (1, 10, 14, 70E, 72, 101, etc.)
- NFPA 130
- California Building Code
- California Fire Code
- City of Berkeley Building Code/Fire Department
- Industry Standards (ASME, ANSI, IEEE, IBC, IFC, etc). These standards apply to all planned buildings on BART property.

After BART receives the comprehensive and project specific BOD and Maintenance Responsibility Matrix submittals, they will review and provide comments to help ensure the project design is compliant with all applicable codes and requirements, criteria identified here, and maintenance commensurate with work in and around BART infrastructure.

Submittal Requirements:

Each submittal shall include a completed checklist as were in the previous phases. The initial submittal shall be for the Basis of Design and shall include the following plans/information:

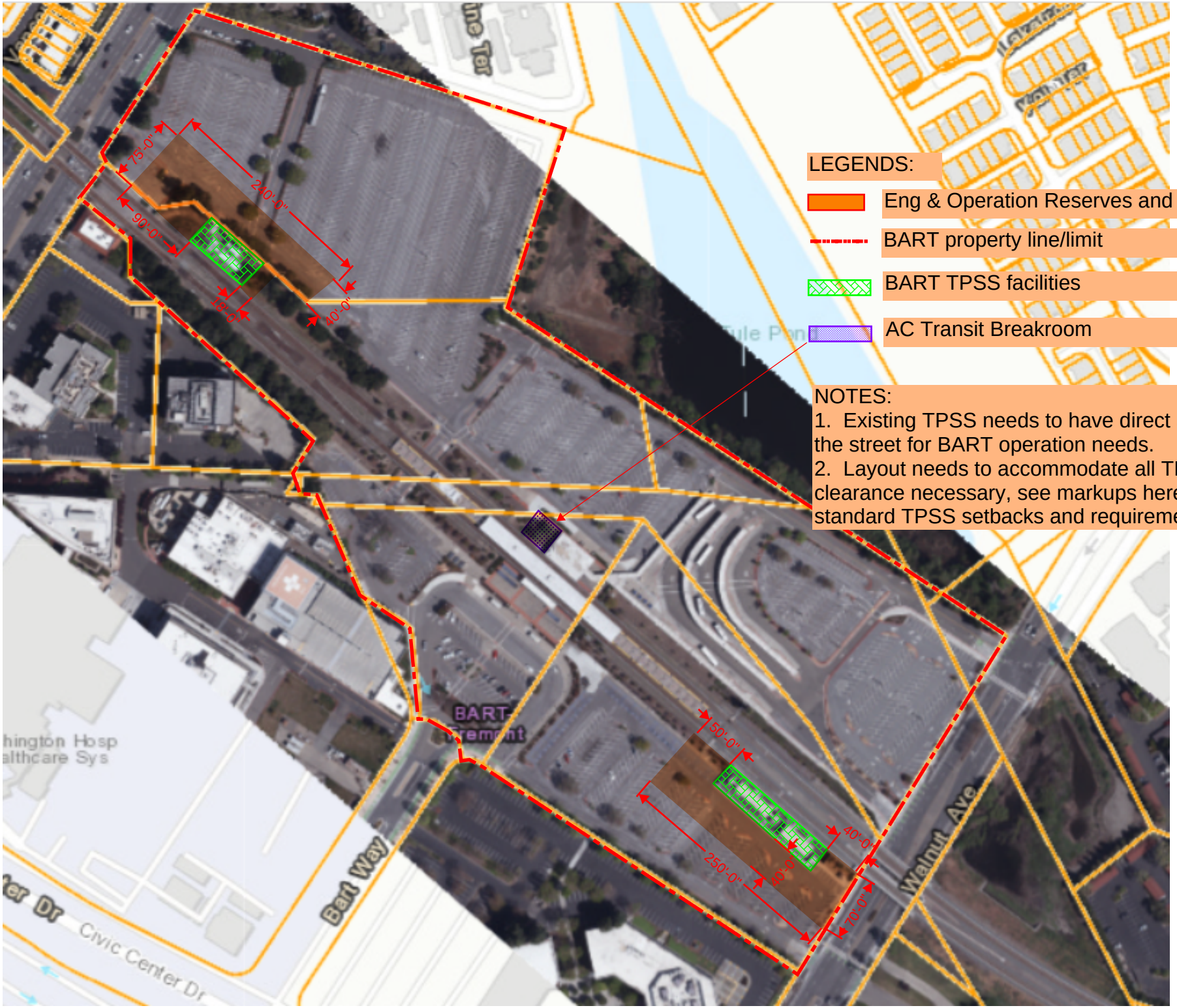
A) A Conceptual Development Plan shall include the following:
   a. Building locations and extents, utility connections, proposed landscaping and stormwater management concept.
   b. An access plan for vehicles, bicycles and pedestrians.
   c. A storm water improvement plan to comply with the BART MS4 and City permits,
   d. Identification of areas for BART maintenance access including dedicated parking for BART maintenance, station agents, cash truck loading, and BPD.
   e. A clear layout of the various reserved areas for TPSS as described above in in D and included as attachment.
   f. Renderings and Profiles/Elevations

B) A Staging and Traffic Control Plan shall include:
   a. Possible locations of all equipment that could impact BART facilities, i.e., cranes, vehicles in excess of H-20 loading, material storage locations, etc
   b. Construction Phasing, including mode of traffic circulations during construction (pedestrian, bicycle, and auto).
   c. Shoring Plan/Excavation support system including design assumptions
   d. Construction Fencing Plan, including plan and profile.
   e. Temporary lighting and/or Security CCTV

C) A Structural Design Plan shall include:
   a. Proposed building footprint(s), heights, vertical and lateral force resisting systems, and foundation types.
   b. Shoring Plan/Excavation support system including design assumptions.
   c. Ground Water Management Plan.
   d. Vibration, Settlement, and/or other Displacement Monitoring Plan.
   e. A list of building codes with which the design will comply.
   f. Structural Calculations to show no adverse negative impact to BART existing infrastructures per BFS (ZOI)

D) Safety and Security Plan:

a. Identify operable windows.
b. Identify balconies & roof top outdoor areas.
c. Identify plan for vehicular access protection to station entrances and ventilation structures.
d. Identify access for Fire (Fire Access Map to include Development Building accesses) and Police Services including dedicated parking at all BART station access points.

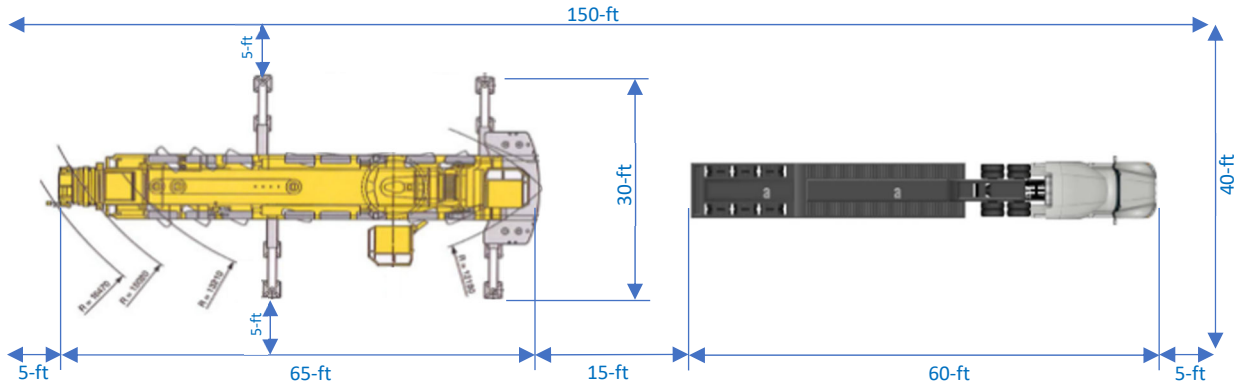

LEGENDS:
Eng & Operation Reserves and Access
BART property line/limit
BART TPSS facilities
AC Transit Breakroom
NOTES:
1. Existing TPSS needs to have direct access to the street for BART operation needs.
2. Layout needs to accommodate all TPSS clearance necessary, see markups here and standard TPSS setbacks and requirement doc.
75'-0"
240'-0"
90'-0"
40'-0"
50'-0"
250'-0"
40'-0"
70'-0"
Bart Way
Walnut Ave
Civic Center Dr

Traction Power Substation
Set-Back Clearances and Access

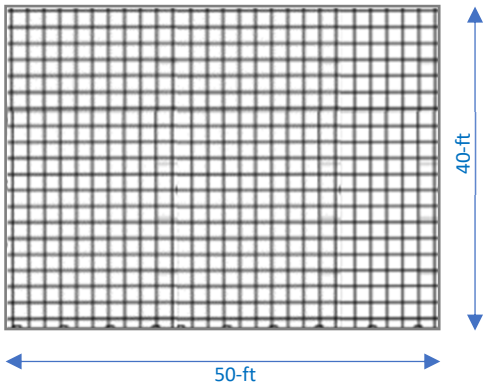
(***Minimum Requirements***)

Rev-0

I. CRANE AND FLATBED CLEARANCES (40-ft X 150-ft):



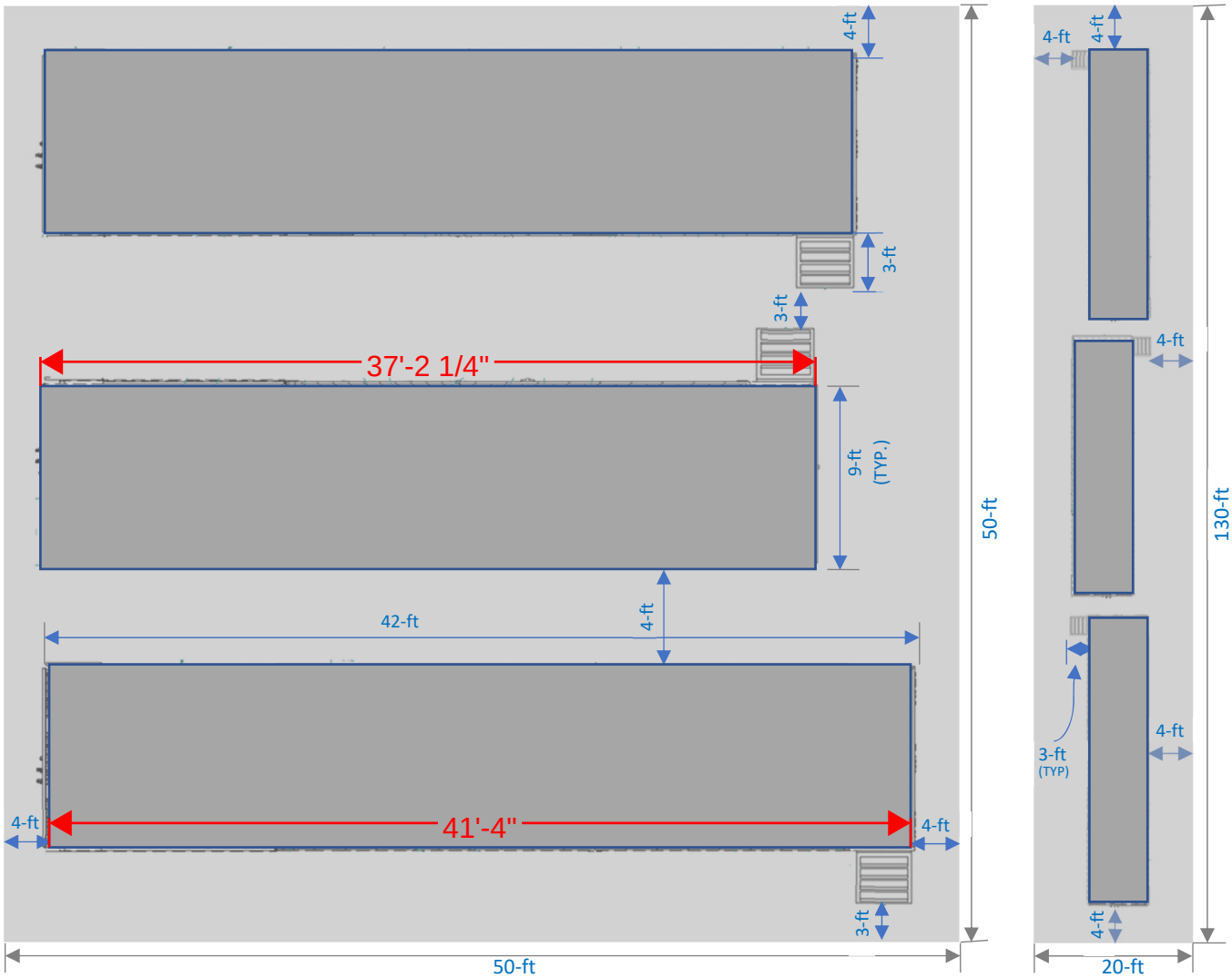
II. STAGING AREA CLEARANCES (40-ft X 50-ft):



III. PORTABLE TRACTION POWER SUBSTATION (PTPSS) CLEARANCES:

A. Side-By-Side Arrangement (50-ft X 50-ft)

B. In-Line Arrangement (20-ft X 130-ft)



Sketch: 32023JMU

N.T.S.

Notes:

1. This document does not address vehicle ingress and egress.