



*Community Development Department*

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[www.fremont.gov](http://www.fremont.gov)

January 16, 2026

Matt Lewis  
Principal Property Development Officer  
San Francisco Bay Area Rapid Transit District (BART)  
2150 Webster Street, 9<sup>th</sup> Floor  
Oakland, CA 94612

Dear Mr. Lewis:

The City of Fremont appreciates the opportunity to provide feedback on the Transit-Oriented Development (TOD) at Fremont Station goals and objectives in advance of the January 22, 2026, Board of Directors meeting.

Big picture, the redevelopment of the Station's surface parking lot areas as a TOD is consistent with the overarching goals of the site's *General Plan* designation (City Center), zoning (City Center – Transit Neighborhood), and applicable community plan (*City Center Community Plan*). These documents collectively aim to strategically transform the greater downtown and Station area into a dense, vertical transit-oriented activity center.

Please consider the following as the effort progresses:

- The City is encouraged by your intentions for dense residential development within Phase I, which comprises the majority of the TOD area. The area encompassing Phase I is included in the *2023-2031 Housing Element* sites inventory with an identified carrying capacity of 335 units (all lower income, for Regional Housing Needs Allocation purposes). A housing-anchored TOD is thus aligned with our housing production aims. Per the *General Plan* and zoning, a residential development would need to achieve a density of at least 50 dwelling units per acre. Detached units are prohibited, and townhome-style units are subject to a discretionary use permit.
- A network of compact, interconnected blocks shall be incorporated to support Phase I and II developments. Block and streetscape standards adopted in the *City Center Community Plan* and zoning support pedestrian activity and improved connectivity to the Station, downtown, and surrounding areas. To support activation of these streets and other physical connections, and provide spatial definition, buildings should line the frontages.

*Planning*

510 494-4440 *ph*

*Plans and Permits*

510 494-4460 *ph*

*Building Inspection*

510 494-4400 *ph*

*Code Enforcement*

510 494-4430 *ph*

*Environmental Services*

510 494-4570 *ph*

*Housing*

510 494-4500 *ph*

- Though the Station may currently have an on-site parking count that exceeds current peak demand, implementation of the TOD figures to eliminate a significant portion of the existing supply. BART is strongly encouraged to retain sufficient parking to accommodate a conservative forecast of future vehicle trips to the Station. Ways to mitigate the reduction of commuter parking should be explored, and effort shall be made to prevent possible parking spillover onto off-site rights of way and private developments, such as the shopping centers and office buildings west of the Station.
- The solicitation of community input through multiple means and channels should continue to be a priority.

The City of Fremont appreciates BART's continued engagement in the TOD effort. We encourage additional collaboration and look forward to our strengthening partnership on this important effort. Please feel free to reach out with any questions.

Sincerely,

DocuSigned by:  
*Joel Pullen*  
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Joel Pullen, AICP

Community Development Director