



Transit-Oriented Development (TOD) at Fremont BART Station

Goals and Objectives

Note: Tracks run diagonally at the Fremont BART station. For this document, BART-owned parcels between the BART tracks and Tule Pond are considered east of the station while those adjacent to Washington Hospital and the Fremont Office Center are west. Furthermore, the land east of the station from the bus intermodal zone to Walnut Avenue is undevelopable due to the Hayward Fault and is excluded from current development plans.

A. Complete Communities: Partner with the City to ensure BART contributes to neighborhood vitality, creating places offering a mix of uses and incomes.

1. Engage with the community in the development of the project and associated station access improvements.
2. Pursue two master plan phases of development (see map diagram at end):
 - Prioritize primarily residential uses east of the station and north of the bus intermodal zone to Mowry Avenue (TOD Phase 1);
 - Reserve the land west of the station in the near term and assess the viability of incorporating different land uses when market conditions change (TOD Phase 2).
3. Encourage site design that creates a local destination with retail, services, open space, and/or civic uses, to the extent feasible.
4. Ensure that the TOD serves goals for creating an urban, walkable area as identified in Fremont's adopted community plans for Downtown (2012) and City Center (2015).

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.

1. Aim for a mix of dense residential and community-serving uses to reduce TOD resident reliance on driving for daily needs.
2. Minimize parking ratios for residential and office uses per Assembly Bill (AB) 2923 baseline zoning standards while still providing enough parking to ensure a market-feasible project.

C. Ridership: Increase BART ridership, particularly in locations and times when the system has capacity to grow.

1. Implement a TOD that will result in a significant gain of BART riders by optimizing residential density, designing a pedestrian-friendly environment, and incorporating transportation demand measures that support use of transit, walking, and biking for future TOD residents, employees, and visitors.
2. Attract BART riders from the larger Downtown and City Center Community Plan area and beyond through improved walking, biking, and transit access to and from the BART station.

D. Value Creation and Value Capture: Enhance the stability of the City's and BART's financial base by capturing the value of transit and reinvesting the program to maximize TOD goals.

1. Deliver a development that is financially feasible in the near term and generates long-term lease revenue to support BART operations and property tax income to support City services.
2. Participate in future area-wide financing efforts (such as a parking benefit district, infrastructure financing district, etc.) to capture value changes resulting from the TOD for community amenities and other investments.



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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 bikeability, and seamless transit connectivity.

1. Increase the share of riders who walk, bike, or take transit to and from BART through access improvements that offer safe, viable, and attractive non-auto options to BART riders, per [BART's Station Access Policy](#).
2. Ensure high quality station access by walking and biking on-site from Mowry Avenue through TOD Phase 1 and discourage pass-through traffic from Mowry to Walnut Avenues.
3. Balance maximizing development potential with maintaining BART rider access for those who drive and park by:
 - Retaining roughly 250 to 300 surface parking spaces in undevelopable areas on the east side of BART's station area in the foreseeable future.
 - Retaining all surface parking, roughly 430 spaces, on the west side of BART's station area until TOD Phase 2 is advanced.
4. Accommodate future BART rider parking demand
 - TOD Phase 1 will retain about 700 surface parking spaces on-site, which will accommodate parking demand estimated for 2040.
 - Coordinate with the City of Fremont identify potential parking options off-site.
 - When TOD Phase 2 is ready to advance, BART and City of Fremont will collaborate on updating the on and off-site BART rider parking strategy.
5. Develop and implement a station access plan to identify future transportation needs and strategies that will benefit TOD residents, employees, and visitors; BART riders; and those who live, work, study, and recreate in neighborhoods with particular emphasis on walking and biking connections east of the station area and to regional parks and open space near the site.
6. Optimize existing transit connections to the station and efficiently use the bus intermodal area.

F. Affordability: Serve households of all income levels by linking housing affordability with access to opportunity.

1. Ensure that a minimum of 20% of homes will be affordable to low-, very low-, and/or extremely low-income households and support BART's systemwide TOD portfolio goal of 35% affordable homes.
2. Support the local economy by requiring a project stabilization agreement for the TOD's construction and the inclusion of Small Business Enterprises in design and construction whenever possible.