



Fremont TOD Public Engagement for Goals and Objectives

OUTREACH REPORT— JANUARY 2026

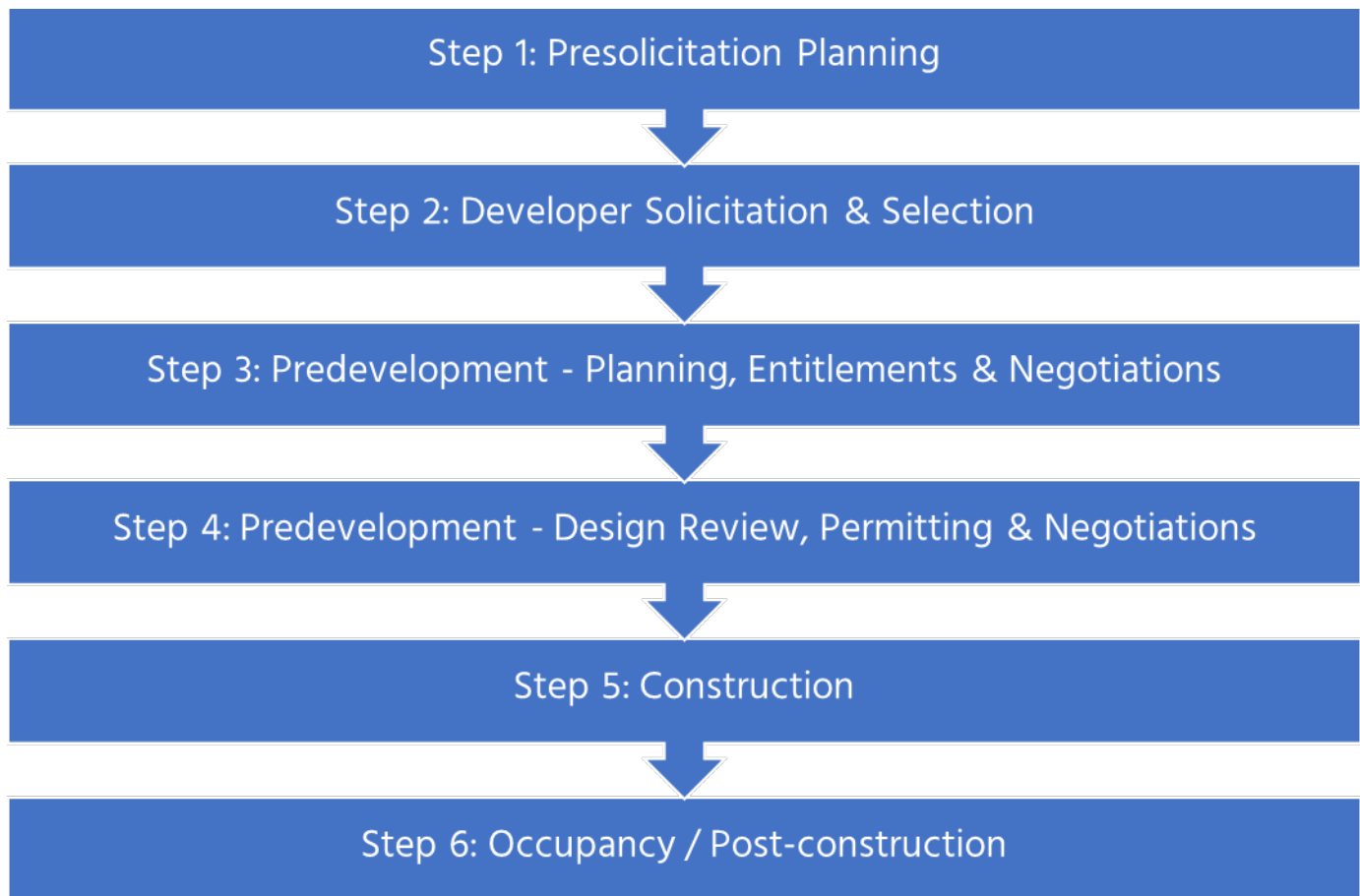


Introduction

BART continues to advance Transit-Oriented Development (TOD) in the region by creating well-designed, mixed-use, higher-density development adjacent to frequent transit. It helps communities and transit agencies increase sustainable transit ridership, revitalize communities, enhance regional quality of life, and strengthen economic competitiveness. By focusing housing and jobs near transit, communities can accommodate new growth while minimizing associated congestion and environmental impacts.

BART pursues a joint development process that involves close collaboration with the jurisdictions surrounding the station areas, as shown in Figure 1.

Figure 1: Joint Development Process



The Fremont Station was identified in **BART TOD Program Work Plan: 2024 Update** as a near-term project. This report captures input from over 200 community members and riders into draft TOD Goals and Objectives for the site. It was gathered in fall 2025 as part of an online survey that was open from September 20th through October 15th and two accompanying in-person open houses at the station. This effort supports *Step 1: Presolicitation Planning* and the final TOD Goals and Objectives will guide BART, the City of Fremont, and the future development team.

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1. Overview

1.1 Engagement Structure

The fall 2025 engagement was structured as follows:

- Online survey which ran from September 20 through October 15.
- Two in-station open house events which took place on Thursday, September 25 from 4:30 to 6:30 PM and on Wednesday, October 8 from 7:30-9:30 AM.

Information about the event were promoted in the station and accompanying materials were posted at www.bart.gov/FremontOpenHouse as a news article. Key materials were provided in English, Chinese (traditional), and Spanish.

1.2 Promotion

The survey and open houses were promoted as follows with examples found in Appendix A:

- **In-person lead up:** An announcement of the outreach and email sign-up list were included at BART's table (staffed by BART Government and Community Relations) at Fremont's August 2 Festival of the Arts, an annual event organized by the Chamber of Commerce.
- **Digital:** BART news article, eBlasts, social media outlets (X, BlueSky, Facebook, Instagram); Newsletters released by partner agencies of City of Fremont, Bike East Bay, and Bike Fremont.
- **In-station:** Posters installed on both the concourse and the platform, as well as A-frame posters deployed on the concourse during the open houses; Quarter-page handouts given to riders that provided a link to the website.
- **Paper flyers:** BART Director Liz Ames distributed paper flyers through her channels of communication.

1.3 Media Coverage

The open house events were announced by KTVU-SF's program, *Mornings on 2*, on September 25 and the TriCity Voice wrote an article about the event that was published on September 30, 2025.

2. Input Received

Community members and riders provided input to the draft TOD Goals and Objectives through in-station open houses and the online survey.

2.1 Open Houses

Open House participants were able to peruse two information boards and talk with staff to understand more about BART's development process in general and as it pertains to Fremont specifically. They could then review the 18 draft objectives that support six board-adopted goals across three boards and vote for their top four objectives by placing sticky dots next to

them. They could also provide personalized input by writing comments on sticky notes and placing them near the objectives of interest. Additionally, they could opt to fill out the full survey either online or on paper.

The information boards were available on ledger sized paper in Chinese and Spanish and the surveys on paper and online were also in Chinese and Spanish.

Appendix B contains a collection of Open House materials and images.

The objectives that attracted the most sticky dots included:

- Maximizing BART ridership with mixed-use development
- Include shops and services to the extent feasible
- Include community amenities, such as open space
- Make sure at least 20% of the home are affordable while targeting 35% if feasible
- Help more people get to BART without driving by improving walking, biking and transit connections

Participant comments included many suggestions for the types of community amenities to include on site. A common desire was to see the station area become more of a destination and social hub with shopping and recreational opportunities nearby. Participants also requested better connections to existing amenities close by, such as the Tule Pond and Vargas Plateau open spaces.

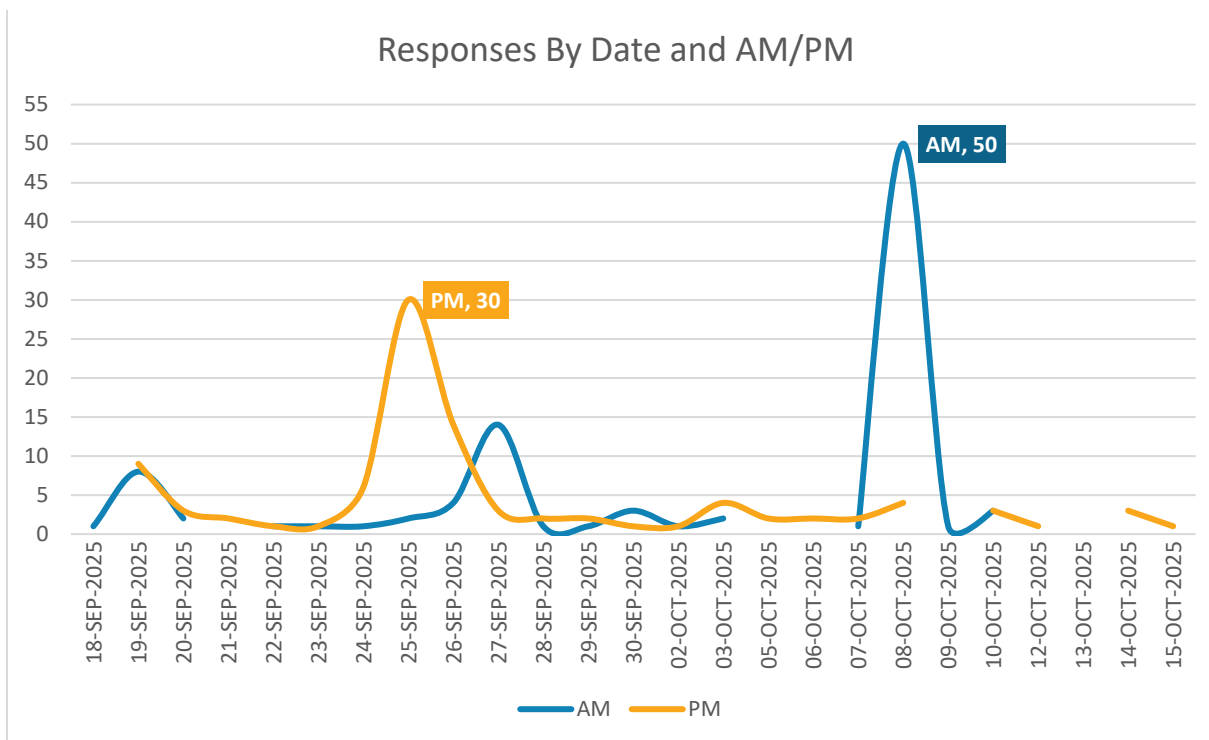
Most comments were supportive of reducing the parking spaces available to BART commuters, recognizing that many spaces weren't being used, although some participants were concerned that not enough spaces would remain. Many comments touched on the need for better bike and pedestrian facilities coming to and through the station area. Most, but not all, were supportive of closing off car access to the station from Mowry Avenue.

2.2 Surveys

The timing of peaks in responses to the online survey corresponded with the Open House events at the station on September 25 in the evening and October 8 in the morning, as shown in Figure 2. This is most likely the result of quarter-page handouts to riders getting on and off trains. The morning outreach had a more prominent spike as it is assumed that riders took the survey while traveling to their destination shortly after receiving the handout. We had staff and volunteers distributing handouts on the platform and the concourse during the September event but changed the strategy to distribute handouts only on the concourse at the base of stairs and escalators for the October event, which seemed to be less intrusive to the riding public.

Overall, there were 186 online responses that were received somewhat evenly between AM and PM times. Additionally, there were 10 paper surveys submitted. All surveys were completed in English.

Figure 2: Online Survey Response Peaks



The online and paper surveys asked respondents to identify how important each of the 18 objectives are to them on a five-point scale from 5-"Very Important" to 1-"Not Important". Their responses were unconstrained, meaning they did not have to rank their choices and, in theory, could mark all the objectives at the same level of importance. Table 1 summarizes the 174 responses by presenting the percentage of respondents who identified an objective as being "Important" or "Very Important" in gradations from 0% (dark pink) to 100% (dark blue). The highest that an objective received was 87% and the lowest was 32%.

Respondents could also submit free form comments at the end of the survey, which are contained in Appendix C.

Generally, the results of the survey were consistent with feedback from the in-station outreach events. There was a strong desire to ensure that the TOD is designed so that the station area becomes a destination with amenities that provide goods, services, and cultural events to serve the surrounding community. Many commenters support the proposed reduction in parking, although some were wary that more parking would be needed if ridership at the station increased significantly. The quantitative results and survey comments also reflected the community's strong interest in alternatives to driving and parking at the station.

Table 1: Survey Respondents Identifying "Important" and "Very Important" Objectives by Goal

Goal	Objectives	Total
BUILDING COMPLETE COMMUNITIES	Pursue development in two phases: Phase 1: Locate project on the east side of station near Mowry Ave with high-density housing and possible retail. Phase 2: Save the west side for a future project.	32%
	Include shops and services to the extent that the market can support them.	77%
	Include community amenities, like recreational or open spaces.	70%
	Maintain pedestrian and bicycle access through the TOD to BART and the surrounding neighborhood.	87%
	AVERAGE	67%
AFFORDABILITY	Make sure at least 20% of homes are affordable for low-income families while targeting 35%, if feasible.	57%
	Support local jobs by encouraging small businesses and fair labor during TOD construction.	59%
	AVERAGE	58%
OFFERING MULTIPLE TRANSPORTATION CHOICES	Help more people get to BART on existing city streets leading to the station without driving by improving walking, biking, and transit connections.	81%
	Prioritize walking and biking rider access through the station area from Mowry Ave while encouraging drivers to use Walnut Ave and Civic Center Dr/BART Way.	59%
	Retain approximately 700 car parking spaces on-site to balance TOD Phase 1 with station access needs.	58%
	Collaborate with the City of Fremont for TOD Phase 2 to identify roughly 700 car parking spaces for riders (on-site and nearby) and update parking plans before pursuing TOD on the west side of the station.	62%
	Create a station access plan to meet the travel needs of existing and future residents, workers, visitors.	80%
	Optimize connections and coordinate with other transit providers at the station.	86%
	AVERAGE	71%
BUILDING SUSTAINABLE COMMUNITIES	Include homes near services like retail and restaurants to make walking, biking, and taking transit easy.	73%
	Encourage greener travel by limiting the number of parking spaces for TOD residents, workers and visitors while still making the project economically feasible.	55%
	AVERAGE	64%
BUILD BART RIDERSHIP	Build homes and other uses, such as ground floor commercial (i.e., retail, office) and/or public (i.e., community facilities, plaza) to maximize the number of new BART riders.	66%
	Ensure streets are safe and inviting so more people from the nearby neighborhoods can easily reach BART by walking, biking, and transit.	86%
	AVERAGE	76%
FINANCIAL SUSTAINABILITY	Design this project so that it works financially, can be constructed as soon as possible, and brings in steady revenue for both BART and the City of Fremont.	71%
	Join future funding programs to use added value from the project for local amenities and upgrades.	61%
	AVERAGE	66%

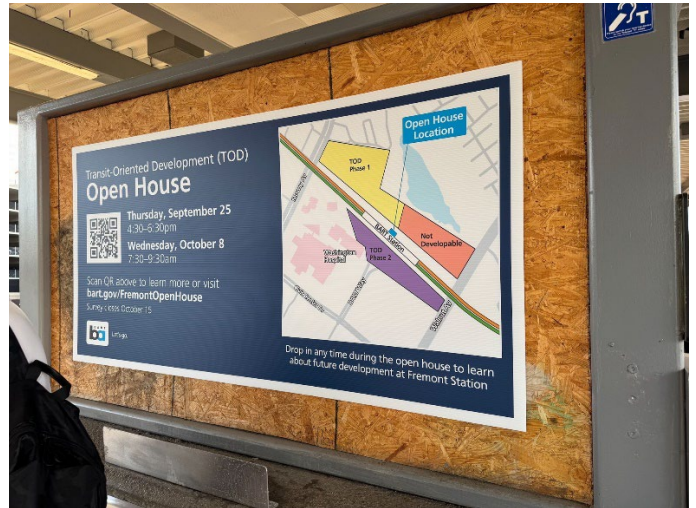
3. Conclusions and Next Steps

The Fremont TOD Goals and Objectives have been revised to reflect what we heard from riders and community members during the fall 2025 engagement activities. The next step is to have the BART Board of Directors consider the Goals and Objectives and begin developer solicitation by crafting a Request for Proposals (RFP) or Request for Qualifications (RFQ) that incorporate public input.

Appendix A: Promotional Materials



Concourse posters on column at up elevator



Platform poster at the up elevator

**Transit-Oriented
Development (TOD)
Open House**

Thursday, September 25
4:30–6:30pm

Wednesday, October 8
7:30–9:30am

Learn about future development
at Fremont Station
Fremont Station eastern concourse
Drop in any time



Scan to learn more or visit
bart.gov/FremontOpenHouse

**Transit-Oriented Development
at Fremont Station**

You're invited to review and comment on draft goals and objectives for future Transit-Oriented Development (TOD) at Fremont Station.

WHAT	Fremont Station TOD Open House
WHERE	Fremont Station eastern concourse
WHEN	Drop in any time during the following times: <ul style="list-style-type: none"> Thurs. Sept 25, 4:30 – 6:30pm Weds. Oct 8, 7:30 – 9:30am



BART is working with the city of Fremont to advance TOD at this station.

We intend to begin looking for a developer for TOD Phase 1 in spring 2026.

Once chosen, the developer will work with BART, the community, and the city throughout the design and entitlement process.

Unable to attend?

Scan the QR code to access information and the survey (open through Oct 15, 2025)



Learn more at
bart.gov/FremontOpenHouse

Let's go. 

Flyer: English



A-Frame posters deployed during open houses

Desarrollo Orientado al Transporte Público en la estación de Fremont

Lo invitamos a revisar y comentar el borrador de las metas y objetivos para el futuro Desarrollo Orientado al Transporte Público (TOD) en la estación de Fremont.

**QUÉ
DÓNDE
CUÁNDO**

Jornada de puertas abiertas sobre TOD en la estación de Fremont

Explanada este de la estación de Fremont

Acérquese en cualquier momento durante los siguientes horarios:

- Jueves 25 de septiembre de 4:30 pm a 6:30 pm
- Miércoles 8 de octubre de 7:30 am a 9:30 am



BART está colaborando con la ciudad de Fremont para impulsar TOD en esta estación.

Tenemos la intención de comenzar a buscar un desarrollador para la Fase 1 de TOD en la primavera de 2026. Una vez elegido, el desarrollador trabajará con BART, la comunidad y la ciudad durante todo el proceso de diseño y titularidad.

¿No puede asistir?

Escanee el código QR para acceder a la información y a la encuesta (disponible hasta el 15 de octubre)



Obtenga más información en
bart.gov/FremontOpenHouse

Let's go. 

Flyer: Spanish

Fremont 站大眾運輸導向型發展

您已受邀審閱並評論 Fremont 站未來的大眾運輸導向型發展 (TOD) 草案目標及策略。

**內容
地點
時間**

Fremont 站 TOD 說明會

Fremont 站東大廳

請隨時在以下時間內參觀：

- 星期四 9 月 25 日下午 4:30 至 6:30
- 星期三 10 月 8 日上午 7:30 至 9:30



BART 正在與 Fremont 市合作推進該站的 TOD 建設。

我們預計在 2026 年春季開始尋找 TOD 第一階段的開發商。獲選的開發商將在整個設計和授權過程中與 BART、社區和城市合作。

無法參加？

掃描 QR 碼獲取資訊並參與調查 (開放至 2025 年 10 月 15 日)



了解更多資訊，請造訪
bart.gov/FremontOpenHouse

Let's go. 

Flyer: Chinese

Transit-oriented development (TOD) is being planned at Fremont Station.

Get more information, sign up for the project email list, and share your thoughts to help shape this TOD. Survey closes October 15, 2025.

Scan below or visit
bart.gov/FremontOpenHouse







Handout: English

Se está planificando un Desarrollo Orientado al Tránsito (TOD) en la estación Fremont.

Obtén más información, regístrate en la lista de correo del proyecto y comparte tus opiniones para ayudar a dar forma a este TOD. La encuesta cierra el 15 de octubre de 2025.

Escanee abajo o visite
bart.gov/FremontOpenHouse



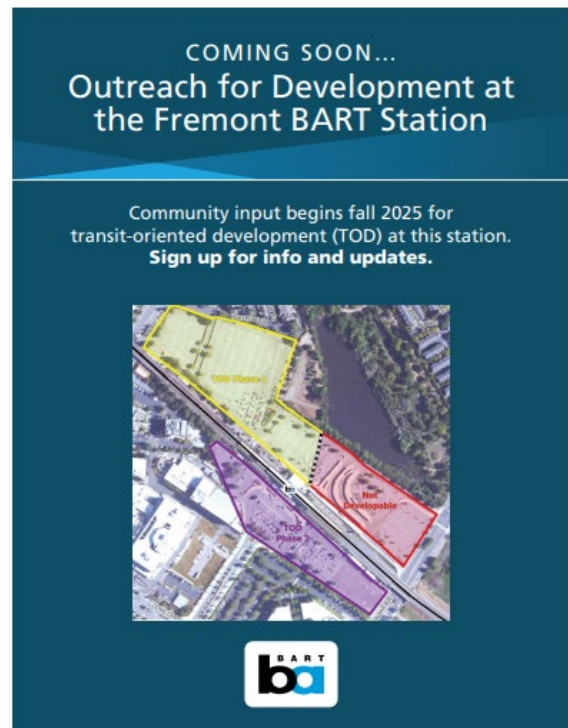




Handout: Spanish



Handout: Chinese



Announcement at BART table, August 2, 2025, at Fremont's Festival of the Arts

Appendix B: Open House Materials & Images

Overview

Examples of BART Transit-Oriented Development (TOD)

Millbrae

Before

After

San Leandro

Before

After

Balboa Park

Before

After

Development Standards for Fremont BART TOD

Where will it be located?

Base image from 2015 Fremont City Center Community Plan. * Station Access & Transportation board shows the total developable area of this station including TOD Phase 1.

What is allowed to be built here?

Located in the City Center Transit Neighborhood, allowed uses are residential, ground floor commercial (i.e., retail, office), and public (i.e., community facilities, plaza).

Description	Minimum	Maximum
Homes per acre	50	N/A for most of the site
Building height (stories)	5	12, with some setbacks required
Floor area ratio (FAR)	1.25	4.2
Bike parking (secure covered spaces)	1 per home	N/A
Car parking spaces per...		
Home	No minimum	0.5 spaces
1,000 sqft of office	No minimum	1.6 spaces
1,000 sqft of other commercial	No minimum	3 to 4 spaces

How and when will it happen?

Fall 2025

Prepare TOD goals & objectives
Your input will be used to develop the TOD goals and objectives for the BART Board of Directors & included in the TOD plan.

Spring 2026

Developer solicitation
Based on request for proposals or qualifications (RFP).

Fall 2026

Select Developer
BART Board of Directors action

Spring 2027

TOD Design & Permitting (~2 yrs)
Developer works with BART and Fremont

Fall 2027

BART station access plan (~6 mos)
TOD goals and objectives are used to identify transportation improvements

Fall 2028

TOD Construction
Timing and duration TBD

Community engagement opportunities
Timeline subject to change

[Learn more at bart.gov/fremontopenhouse](https://bart.gov/fremontopenhouse)
Fremont BART TOD Open House | Fall 2025

Information Board 1: English

Station Access & Transportation

Existing Station Area Parking

TOD Phase 1

~8 acres
~1,200 parking spaces
See "Overview" board for steps and timing

Not Developable due to Hayward Fault

~5 acres
~300 parking spaces
~12 bus stops

TOD Phase 2 (Future Effort)

~5 acres
~400 parking spaces
Timing TBD

Fremont BART Rider Travel Mode to Station from Home

Travel Mode	2022 (%)	2024 (%)
Walk	12%	19%
Standing Scooter	4%	6%
Bike	10%	7%
Transit	9%	8%
Drop Off	23%	20%
Drive & Park*	42%	38%
Other	0%	1%

Source: BART Customer Satisfaction Survey
N = 48 for 2022 (small sample size); N=83 for 2024
*Includes riders who carpooled or drove alone

Fremont BART Ridership and Parking (Average Weekday)

Year	BART Ridership	Parking Occupancy	Sources and Notes
2015	9,238	Close to 100%	2015 Station Profile Study, Fremont still end-of-line station
2019	6,142	1,450 spaces (76%)	Ridership and parking occupancy counts after Warm Springs opening
2025	2,157	500 spaces (26%)	April 2025 Ridership report and parking occupancy report

Scan here for more:

- Sign up for project emails
- View these boards digitally
- Fill out survey (closes Oct. 15, 2025)

[Learn more at bart.gov/fremontopenhouse](https://bart.gov/fremontopenhouse)
Fremont BART TOD Open House | Fall 2025

Information Board 2: English

Ideas for Fremont-Specific Objectives



Six goals guide BART's TOD work

Tell us what these should mean for development at the Fremont Station

- There are 18 draft objectives supporting the 6 goals across 3 poster boards
- **Your task:** Choose up to 3 **priority objectives** by placing a dot under the left column
- **Extra credit:** Add comments or suggestions using Post-Its



GOAL: Complete Communities

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

Place 1 Dot If Your Priority	Draft Objectives	Your Post-It with Comments or Suggestions
	Pursue development in two phases: • Phase 1: Locate project on the east side of station near Mowry Ave with high-density housing and possible retail. • Phase 2: Save the west side for a future project. <i>Note: East of the station near Walnut Ave is not developable due to the Hayward Fault.</i>	
	Include shops and services to the extent that the market can support them.	
	Include community amenities.	
	Maintain pedestrian and bicycle access through the TOD to BART and the surrounding neighborhood.	

GOAL: Affordability

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

Place 1 Dot If Your Priority	Draft Objectives	Your Post-It with Comments or Suggestions
	Make sure at least 20% of homes are affordable for low-income families while targeting 35%, if feasible.	
	Support local jobs by encouraging small businesses and fair labor during TOD construction.	

Your input will help shape Fremont Station's TOD

Fremont TOD Open House | Fall 2025

Input Board 1: English

Ideas for Fremont-Specific Objectives



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GOAL: 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.

Place 1 Dot If Your Priority	Draft Objectives	Your Post-It with Comments or Suggestions
	Existing city streets leading to the station: Help more people get to BART without driving by improving walking, biking, and transit connections.	
	Rider access through station area: Prioritize walking and biking from Mowry Ave while encouraging drivers to use Walnut Ave and Civic Center Dr/BART Way.	
	Car parking spaces for BART riders and TOD Phase 1: Retain ~700 spaces on-site to balance development phase with station access needs. <i>Note: Currently, only 500 of the 1,500 spaces are used on weekdays due to BART's extension to Berryessa/ North San Jose and the rise in remote/hybrid work.</i>	
	Car parking spaces for BART riders and TOD Phase 2: Collaborate with the City of Fremont to identify roughly 700 spaces (on-site and nearby) and update parking plans before pursuing TOD on the west side of the station. <i>Note: See the Station Access & Transportation board for total developable area at this station.</i>	
	Station Access Plan: Create a plan to meet the travel needs of existing and future residents, workers, visitors to, from and around the station.	
	Transit Coordination: Optimize connections with other transit providers at the station.	

Your input will help shape Fremont Station's TOD

Fremont TOD Open House | Fall 2025

Input Board 2: English

Ideas for Fremont-Specific Objectives



Six goals guide BART's TOD work

Tell us what these should mean for development at the Fremont Station

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- **Extra credit:** Add comments or suggestions using Post-Its



GOAL: 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.

Place 1 Dot if Your Priority	Draft Objectives	Your Post-It with Comments or Suggestions
	Include homes near services to make walking, biking, and taking transit easy.	
	Encourage greener travel by limiting the number of parking spaces for TOD residents, workers and visitors while still making the project economically feasible.	

GOAL: Ridership

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

Place 1 Dot if Your Priority	Draft Objectives	Your Post-It with Comments or Suggestions
	Build homes and other uses, such as ground floor commercial (i.e., retail, office) and/or public (i.e., community facilities, plazas) to maximize the number of new BART riders.	
	Ensure streets are safe and inviting so more people from the nearby neighborhoods can easily reach BART by walking, biking, and transit.	

GOAL: 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.

Place 1 Dot if Your Priority	Draft Objectives	Your Post-It with Comments or Suggestions
	Design this project so that it works financially, can be constructed as soon as possible, and brings in steady revenue for both BART and the City of Fremont.	
	Join future funding programs to use added value from the project for local amenities and upgrades.	

Your input will help shape Fremont Station's TOD

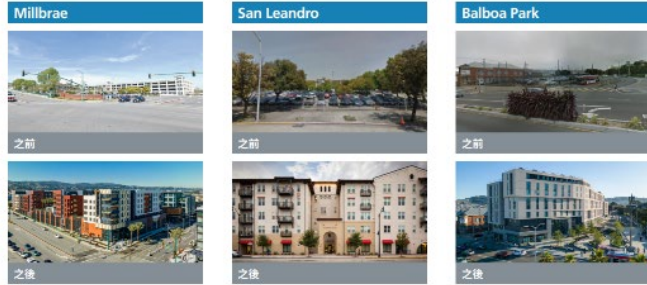
Fremont TOD Open House | Fall 2025

Input Board 3 English

總覽

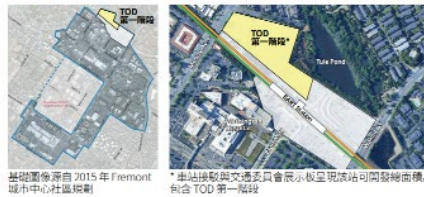


BART 大眾運輸導向型發展 (TOD) 案例



Fremont 站 TOD 第一階段關鍵資訊

預計地點在哪裡？



此處允許建設什麼？

位於城市中心/公館區，允許住宅、商業（如零售、辦公）及公共設施（如社區設施、購物商場）用途。

允許用途	允許最低值	允許最高值
每英畝住宅數量	50	該站大部分用地沒有最高值
建築高度 (層數)	5	12, 過程中需將一些建築位置轉移
容積率	1.25	4.2
自行車停車位 (安全或有遮蔽物的車位)	每戶1個自行車停車位	無
汽車停車位配比.....		
每戶	無	0.5 個停車位
每 1000 平方英尺的辦公空間	無	1.6 個停車位
每 1000 平方英尺的其他商用空間	無	3 到 4 個停車位

要瞭解更多, 請造訪 bart.gov/fremontopenhouse

開發計畫如何進行及何時實施？*



Fremont TOD 說明會 | 2025 年秋季

Information Board 1: Chinese

車站接駁與交通規劃



現有車站周邊停車設施



TOD 第一階段

約 8 英畝
目前約有 1200 個停車位
請參考「總覽」展示板以瞭解步驟和時間表。

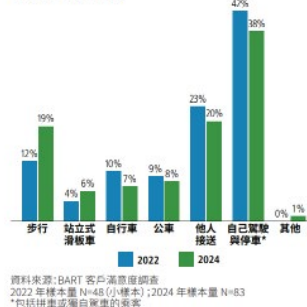
因 Hayward 斷層影響, 此區域不可開發

約 5 英畝
目前約有 300 個停車位
大約 12 個公車站

TOD 第二階段是一項未來計畫。

約 5 英畝
目前約 400 個停車位
時間待定

Fremont BART 乘客通勤方式統計 (從家到車站)



資料來源: BART 客戶滿意度調查
2022 年樣本量 N=48 (小樣本); 2024 年樣本量 N=83
*包括開車或騎單車到家的乘客

Fremont BART 客流量與停車 (工作日均值)

年	BART 乘客量	停車位佔用率	來源與註釋
2015	9,238	接近 100%	2015 年車站規劃研究, 當時 Fremont 仍為 BART 線路終點站
2019	6,142	1450 個車位 (76%)	Warm Springs 站開通後的客流量與停車位佔用統計
2025	2,157	500 個車位 (26%)	2025 年 4 月客流量報告與停車位佔用統計

請掃描下方 QR 碼:

- 註冊項目郵件訂閱
- 線上查看這些展示板
- 參與問卷調查 (截止於 2025 年 10 月 15 日)



要瞭解更多, 請造訪 bart.gov/fremontopenhouse

Fremont TOD 說明會 | 2025 年秋季

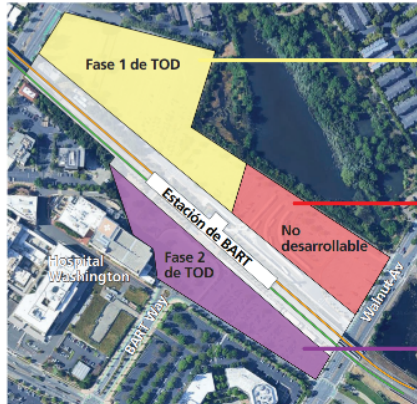
Information Board 2: Chinese

Input in Chinese was offered through paper and online surveys

Acceso y Transporte de la estación



Estacionamiento existente en la zona de la estación



Fase 1 de TOD

~8 acres
~1,200 plazas de estacionamiento
Consulte el tablero "Descripción general" para conocer los pasos y los plazos

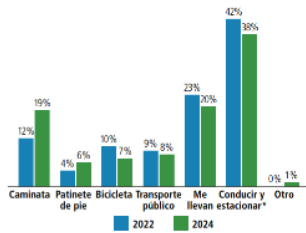
Esta zona no es urbanizable debido a la falla de Hayward

~5 acres
~300 plazas de estacionamiento
~12 paradas de autobuses

La Fase 2 de TOD es un proyecto futuro

~5 acres
~400 plazas de estacionamiento
Calendario por determinar

Modo de transporte utilizado por los usuarios del BART de Fremont para desplazarse desde su domicilio hasta la estación



Fuente: Encuesta de satisfacción del cliente de BART
N = 48 para 2022 (muestra pequeña); N = 83 para 2024
* Incluye a los pasajeros que compartieron automóvil o condujeron solos

Número de pasajeros y estacionamiento de BART de Fremont (Promedio en días laborales)

Año	Número de pasajeros de BART	Ocupación del estacionamiento	Fuentes y notas
2015	9,238	Cerca del 100 %	Estudio del perfil de la estación de 2015, Fremont sigue siendo la última estación de la línea
2019	6,142	1,450 espacios (76%)	Recuento de pasajeros y ocupación de estacionamientos tras la apertura de la estación Warm Springs
2025	2,157	500 espacios (26%)	Informe de pasajeros y recuento de ocupación de estacionamientos de abril de

Utilice el código QR que aparece a continuación para:

- Inscribirse en la lista de correo electrónico del proyecto
- Ver estos tableros de manera digital
- Rellenar la encuesta (cierra el 15 de octubre de 2025)



Learn more at bart.gov/fremontopenhouse

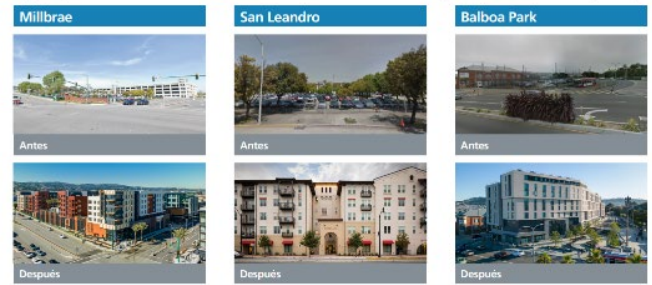
Jornada de puertas abiertas sobre TOD de Fremont | Otoño de 2025

Information Board 1: Spanish

Descripción general



Ejemplos de Desarrollo Orientado al Transporte Público (TOD)



Información clave sobre la Fase 1 de TOD de la estación de Fremont

¿Dónde se ubicará?



Imagen base del Plan Comunitario del Centro de la Ciudad de Fremont de 2015



* El tablero de Acceso y Transporte de la estación muestra el área total desarrollable en esta estación, incluida la Fase 1 de TOD

¿Cómo y cuándo se llevará a cabo?*



¿Qué se permite construir aquí?

Ubicado en el vecindario de tránsito del centro de la ciudad, los usos permitidos son residencial, comercial en planta baja (es decir, comercio minorista, oficial) y público (es decir, instalaciones comunitarias, plaza).

Descripción	Mínimo	Máximo
Viviendas por acre	50	N/A para la mayor parte del terreno
Altura del edificio (pisos)	5	12, con algunas distancias mínimas requeridas
Índice de ocupación del suelo	1.25	4.2
Estacionamiento para bicicletas (espacios seguros y cubiertos)	1 por vivienda	N/A
Plazas de estacionamiento por...		
Vivienda	Ninguno	0.5 espacios
1,000 pies cuadrados de oficina	Ninguno	1.6 espacios
1,000 pies cuadrados de otro uso comercial	Ninguno	De 3 a 4 espacios

Más información en bart.gov/fremontopenhouse

Jornada de puertas abiertas sobre TOD de Fremont | Otoño de 2025

Information Board 2: Spanish

Input in Spanish was offered through paper and online surveys



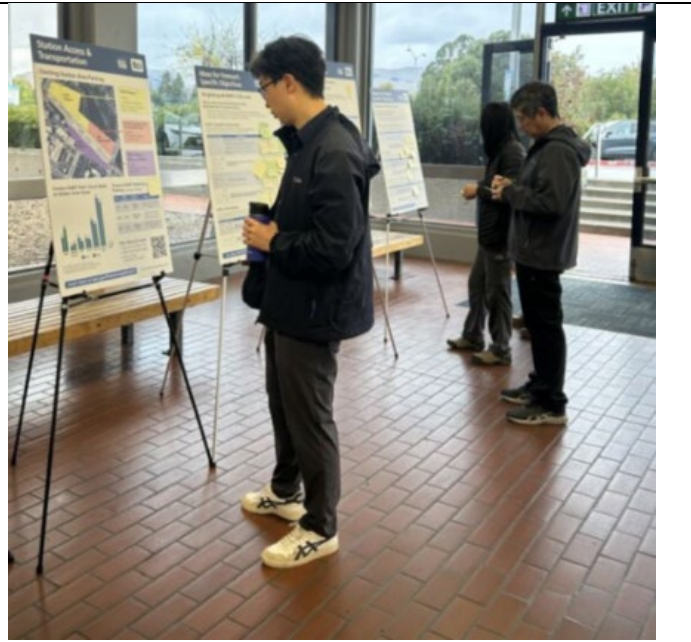
September 25 Open House



September 25 Open House



October 8 Open House



October 8 Open House

GOAL: Complete Communities

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

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions
	Pursue development in two phases: <ul style="list-style-type: none"> Phase 1: Locate project on the east side of station near Mowry Ave with high-density housing and possible retail. Phase 2: Save the west side for a future project. <p>Note: East of the station near Walnut Ave is not developable due to the Hayward Fault.</p>	<p>Wouldn't it be better to develop Phase 2? Which connects to downtown? Land assembly or snap? Private is up to developer.</p> <p>Be sure to include dedicated parking for shared parking. Consider surrounding shared parking.</p>
	Include shops and services to the extent that can support them.	<p>A fresh produce grocery store will be nice for commuters to grab things on their way home/office.</p> <p>Mixed-use! Allow for wide range of uses.</p> <p>Need a coffee shop or a food truck near the station.</p> <p>Something similar to downtown Fremont.</p> <p>Transform a potential Fremont BART station to include shops, perhaps make it a new development with architecture that is not standardizing the station.</p>
	Include community amenities.	<p>Park area well used here.</p> <p>Park/open space full trees for shade and landscaping.</p> <p>Consider school, library, while doing development - would be great to have a library, a coffee shop, and a park.</p>
	Maintain pedestrian and bicycle access to BART and the surrounding neighborhood.	<p>Make the station like a destination with walkable, pedestrian and shops.</p> <p>Tule Pond is used for school field trips, retain that ability.</p> <p>Make a connecting trail to Tule Pond as a destination.</p> <p>Gathering place to meet, hang out before and after traveling.</p> <p>Consider school, library, while doing development - would be great to have a library, a coffee shop, and a park.</p>

GOAL: Affordability

Serve households of all income levels housing affordability with access to opportunity.

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions
	Make sure at least 20% of homes are affordable for low-income families while targeting 35%, if feasible.	<p>Low-income affordable housing must be prioritized over high-income housing. There are too many housing units in the area.</p> <p>Any ways to make this higher?</p> <p>Home Affordability Plan: Consider a mix of housing types, including affordable housing, to ensure a mix of income levels.</p>
	Support local jobs by encouraging small businesses and fair labor during TOD construction.	<p>Make sure there are jobs during construction.</p>

Your input will help shape Fremont Station's TOD

Input Board 1 with Comments and Votes for Priority

GOAL: 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.

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions
	Existing city streets leading to the station: Help more people get to BART without driving by improving walking, biking, and transit connections.	<p>More connectivity to rest of the city. It's weird to get here, off the existing path.</p> <p>Pedestrian access via Walnut</p> <p>Auto, via Mowry</p> <p>Most cars come from Mowry</p> <p>Prioritize ALL routes for walking and biking equally while completely blocking access for drivers from Mowry</p> <p>Prioritize biking from Walnut (Walnut bikeway)</p> <p>Ensure adequate bike parking.</p> <p>Should have pick up on both sides - ok to not have parking on both sides</p>
	Rider access through station area: Prioritize walking and biking from Mowry Ave while encouraging drivers to use Walnut Ave and Civic Center Dr/BART Way.	<p>Clarify this goal around driving access from Mowry</p> <p>Prioritize Ped friendly walkable</p> <p>Work with City of Fremont to repurpose bike & Ped transit from BART to Parkman St.</p>
	Car parking spaces for BART riders and TOD Phase 1: Retain ~700 spaces on-site to balance development phase w station access needs. Note: Currently, only 500 of the 1,900 spaces are used on weekdays due to BART's extension to Berryessa/ North San José and the rise in remote/hybrid work.	<p>Encourage developer to not lock in cost and lower density by building parking between/under buildings, instead build parking 2</p> <p>Take to invest on rider safety, creating safety rail along train tracks and clean buses. Keep access cost low, if all above done, more riders will come.</p>
	Car parking spaces for BART riders and TOD Phase 2: Collaborate with the City of Fremont to identify roughly 700 spaces (on-site and nearby) and update parking plans before pursuing TOD on the west side of the station. Note: See the Station Access & Transportation board for total developable at this station.	<p>Need better lighting near the bus should have security for parking</p> <p>Make sure there is enough parking for BART riders and the city. 300 spaces is not enough.</p> <p>Empty parking lot seems unsafe - need better lighting</p>
	Station Access Plan: Create a plan to meet the travel needs of existing and future residents, workers, visitors to, from and around the station.	<p>More visitors! Diversity!</p> <p>Multi-use path from Mowry to Walnut - NO car access!</p> <p>plan enough drop curbs safety. Drift flow. Green space near creek. Institutional uses.</p>
	Transit Coordination: Optimize connections with other transit providers at the station.	<p>Be sure to promote needed a life-cycle service coordination in the north parking lot, public transit more to promote, as a way to get to shops, restaurants, events, rec activities, etc.</p> <p>Regional Trail Connections to Vargas Plateau + Niles Canyon</p> <p>Good to use parking lot for housing, it is not being used.</p>

Input Board 2 with Comments and Votes for Priority

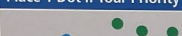

GOAL: Sustainable Communities Strategy

Lead in the delivery of the region's land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals.

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions		
	Include homes near services to make walking, biking, and taking transit easy.	Have TOD guest car parking	Promote financial businesses (advertisers) to be less doing	better signage for physical advertisements maybe a map for
	Encourage greener travel by limiting the number of parking spaces for TOD residents, workers and visitors while still making the project economically feasible.	Could the TOD be be car-free?	concerned that there won't be enough parking for TOD residents	<ul style="list-style-type: none"> focus on immediate building construction. The development (advertisers) should create a memorable visual connection. Not more boxes

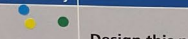
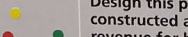
GOAL: Ridership

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

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions
	Build homes and other uses, such as ground floor commercial (i.e., retail, office) and/or public (i.e., community facilities, plaza) to maximize the number of new BART riders.	<p>adding ^{more} retailers would boost people to use BART to Fremont and not drive</p> <p>This is critical - you want people to take BART to get to Fremont not just to get calls to the city</p>
	Ensure streets are safe and inviting so more people from the nearby neighborhoods can easily reach BART by walking, biking, and transit.	<p>Classifying up and</p>

GOAL: 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.

Place 1 Dot if Your Priority	Draft Objectives	Your Comments and Suggestions
	<p>Design this project so that it works financially, can be constructed as soon as possible, and brings in steady revenue for both BART and the City of Fremont.</p>	<p>Shouldn't BART be the developer and get all revenue?</p> <p>Work with local communities to propose build out more that would expect funding from community, or let BART handle everything to be more efficient in ultimately spending & have accountability</p>
	<p>Join future funding programs to use added value from the project for local amenities and upgrades.</p>	

Input Board 3 with Comments and Votes for Priority

Appendix C: Free-form Survey Comments

- Open green space is vital - coffee shop and food can be very attractive to the area - Housing must be affordable if it's going into the plan. - include community based health care amenities such as FQHC partners. E.g La Clinica at Fruitvial
700 looks like enough parking now, but it probably won't be if you bring in housing and retail.
700 parking spaces is not enough to allow for future growth of transit ridership.
Access must be maintained for current residents to get to BART. My family lives approx 1.5-2 miles from the station - too far to walk, buses do not travel past our neighborhood. We must continue to be able to drive and park at BART (preferably on the east side off Peralta/Mowry). Do not discriminate against riders who need to drive to the station. Keep it as an equal option with all other methods of access. The wording of your survey is poorly done. A few items are unclear and possibly misleading. When you list methods of travel and exclude driving, do not assume responders in favor of access for other methods are indicating eliminating all unlisted methods including driving. People can support walking AND driving, biking AND driving, public transport AND driving. To maintain and increase BART ridership, allow everybody equal access to the system. If it is not easily possible to get to BART, current riders will have to find other ways to get around. That defeats the purpose of the BART system.
Add EV charging stations (similar to warm springs bart station)
Always have a access path for car drivers to access the station from Mowry, not just from Walnut or Civic Center.
As an Urban Planning/Civil Engineering professional and enthusiast, I am excited for this project to take shape. I think it's important to build real mixed use and to not solely design for housing first. Density is key, as to take advantage of the regional rail right next door. I would highly encourage sufficient parking to be maintained for the park-and-ride lots, as these are still key for an area like Fremont, where it's in everyone's interest to get people out of cars and into BART for trips within the region, especially to SF/OAK. With RTO slowly taking place across the region, I would also encourage the team to future plan for enough buffer parking capacity to adequately accommodate for an increase of park-and-rides in the near future.
As long as the TOD does not adversely affect parking space availability at the Station, then I am good with it.
As someone who lives in Fremont, this plan does not seem sound at all. The proposed area is narrow with existing busy hospitals and schools nearby. This will lead to heavy traffic, street congestion and more apartments. There's already multiple new apartment complexes that have opened with the last 5 years in less than a 1 mile radius.
Back when Fremont station parking went from \$1 to \$3 to address overcrowding, it was said that it would go back to \$1 when parking was no longer at a premium. It has not — even with the lot at less than half capacity. I feel lied to as a long term BART commuter already, so I believe that overbuilding will happen here that will make parking at the station untenable again (which puts me back in my car to drive to western San Francisco). My BART commute is longer duration than my driving commute, at about the same price, right now. If parking becomes a hassle due to construction and removal of too many parking spaces, I will be right back in my car. I'm a middle aged woman with a professional job — I will not be biking to the station, nor adding another half hour to the 2 hour one way commute by taking a bus to the station.
Bart should not look as much to short term funding stopgaps like selling/developing land as much as it should look at reasons ridership is down- security, safety, busking, crime, pan handling, ect. Can't tell you the number of co workers I speak with on a weekly basis that no longer ride bart due to security concerns. Fix this and ridership will go up and thereby help revenue. Selling some homes and land does not solve bart's core problems.
Better security at night so there aren't random people hanging around late when I am coming home alone. Raise heights of fare gates on the sides so people can't jump over. I've seen people hoist their bikes over and then climb over to avoid paying. Clean trains more often. Sometimes they are very disgusting! Make sure the sound systems in the trains work. Sometimes it is almost impossible to hear announcements.
Build as many houses as possible.
Build build build!
Build lots of housing and improve walkability in the surrounding area.
Community spaces and retail very important given there is nothing within walking distance from BART today
Don't take away too many spots for parking. One of the best things about this station is the available parking.
Don't increase traffic of cars. Make it walkable and pedestrian friendly. Why not build housing instead of apartment complex?

Expansion of access to have entry point/exit on either side of mowry would be helpful for riders, improvement on bike/pedestrian path from station exit to across walnut Ave (maybe pedestrian bridge or tunnel/elevator to other side of walnut ?please reach me for more feedback if desired I live 4 minutes away and hybrid commute with bart - adamreed1204@gmail.com
Focusing on biking as a mode of transportation in Fremont is incredibly unrealistic. The city's size, inattentive drivers, and Bay Area lifestyle make biking an infeasible choice. Much better and free mass transportation would be a more effective plan. Taking away too many parking spaces will make BART a less likely choice for people as it will add time and cost to their trips if parking is not available. Expecting people to abandon their cars is also unrealistic and not allowing for parking in new developments or transportation centers is a bad idea. An efficient and effective mass transportation system is needed before assuming people don't need cars. Even those that take BART will still likely have one or 2 cars as BART does not go everywhere. And BART trains and stations must be clean and safe. If people don't feel safe they won't use any transportation system.
Fremont BART charter is to improve BART services. Not to provide housing, retail spaces or improve bike or walking access to the BART station. Do your job first! If you think taking away parking spaces will improve ridership, you are smoking something very strong!
Fremont's infrastructure can't hold more houses. This project is not to improve BART or Fremont, this is about money and developers.
Housing is very dense in that area already and parking is impossible. If you are going to build housing have at least 2 parking spaces per unit! Most of the residents will not be taking bart so they will need off street parking. Fewer cars on the streets make the area more enjoyable for walkers, safer for bikers, and saves energy since drivers don't have to drive around looking for a space.
I am skeptical about this project. I support more affordable housing in the Bay Area and a more robust public transportation system, but I don't think the Fremont Station TOD will accomplish what it claims to do. There is already plenty of housing within 15 minute walking distance to BART- ridership frequency from the surrounding community has less to do with proximity to the station and more with perception of trust and safety, and interconnectivity of Bay Area public transit (e.g., BART connecting to Caltrain via the South Bay. I'd totally ride BART daily then instead of driving to work!). Second, I don't think the people drawn to the TOD housing are necessarily the same people who will turn into new BART riders. I'm concerned the housing will be way too expensive for the type of person who would benefit most from the TOD. 20% reserved for affordable housing is too low. Fremont is still the suburbs, so new tenants will still want to have and use cars, I bet. I also believe you need to protect the on-site parking for your current ridership- not parking nearby, but parking *on-site*. Some of these survey questions really made it seem as though this project is putting the cart before the horse. I'd love to be proven wrong, though.
I completely disagree with more housing and less parking at BART. That area is already extremely dense and busy. Have a traffic plan and keep more parking. Low income housing is a euphemism for make developers reach. It is not really affordable. Tired of seeing Fremont become dense and crowded wo true traffic plan. Everyone drives here. No one rides public transportation. Do not reduce parking and build more. Totally opposed.
I don't support this project - don't want to compromise parking
I feel like I'd have more to say after seeing some ideas about the actual layout of what you're planning. I certainly agree that we can make better use of all that parking space by Mowry.
I have lived in Fremont my entire life, as my parents and my grandparents. My family has been riding BART since 1972. Fremont station. I urge great caution in this TOD development to ensure that these priorities actually become reality. For example, "transit connections" all too often mean a 1 minute transfer (or a 59 minute transfer) to a bus line. With much parading of the "big sync" AC transit has reduced service in Fremont and the transfers are still terribly timed. I say this as a bus rider. I urge caution to ensure this does not become a developer-induced hell and ends up with \$18 parking spaces in privately owned parking garages where bus riders are placed into a dim cavern a la Walnut Creek. Or like translink in Vancouver which has miles of highrises yet is still extremely unaffordable. Fremont has been extensively gentrified even in the past 20 years and anything less than 50% affordable housing would be a disservice to the community. My partner and I are non-tech white-collar people who cannot remote afford what our parents (blue and white collar) or grandparents (blue collar) could afford. Fremont's incorporation focused on being an affordable family-oriented suburb. Fremont will never be






able to satisfy the tech-dollar-induced demand and at the same time, middle class non-tech people have to move further and further away from the Bay Area to live even a fraction of a suburban lifestyle.
I know it's very difficult, but try to get a grocery store built as part of the TOD. Even if it's a little Trader Joe's or Smart and Final, get something, so that people can actually live in the TOD and not need to own a car to get around.
I like the idea, and think Fremont really lacks in pedestrian centric city planning and business districts, however because of this inherent lack in the whole city, I do not think it's realistic that people would live in a TOD and not also have a car because they would not have good access to the rest of the surrounding area. I think that would create additional parking pressure on the station and surrounding neighborhoods. This could be mitigated to some extent by making as much of the housing as possible low income, to serve people who actually might not have a car. I live far across Fremont on the border of Newark, so commuting on bart is only attractive for me if I can park at the station. I do not think Fremont is enough of a destination (also due to lack of city planning) to attract people to visit the TOD area from other parts of the Bay Area, so the district would need to survive solely on the immediately surrounding residents. I think this project is probably coming from bart, but the real issue that needs to be addressed is city planning from Fremont, and after that a project like this makes more sense to pursue.
I live at Archstone apartments and want to ensure that pedestrian access via Walnut Ave will continue to be prioritized, even if the TOD development begins on the other side of the station. I have almost been hit multiple times while trying to cross the street in the marked crosswalk, even with the lights activated.
I prefer open space like a park, trail; no housing; shopping & retail should be on BART Way not on Mowry side so you can walk cross Civic Center towards shopping center and eventually to Fremont Hub. Walk, trails, bike paths should mainly be on Walnut Ave side as there is already an existing path up down walnut. Picking up and dropping off BART riders from Walnut side needs to be cleaned up. If you make the first left towards the BART entrance you end going against traffic, dumb. Get rid of those bus roundabouts move them to Civic Center side and remove parking on that side as well. Need really big signs directing people where the Fremont BART station is on Walnut, Civic Center esp and Mowry. The current signs are small, non existent. BART and not the people city of Fremont should pay for this. I don't ride BART because I don't feel safe going to places like SF or OAK. San Jose ill drive because I used to live in sj plus sj is spread out unlike fremont.
I see Phase 2 (West side of station) would be important to connect the station to the continuous improvement of the Downtown district. Density and mix of retail and homes are necessary to keep the corridor of BART Way a vibrant and walkable way to Gateway Plaza and downtown. Right now, it's not inviting to walk to Gateway Plaza. Taking a page from many East Coast, Australia, and Asia transit station projects, it's an opportunity to create a village center where retail and civic amenities are available for residents and workers arriving at the Fremont station. Imagine groceries, coffee shops, barbershop, take-away, dining, available for someone going to or coming home from work. If this is supersized, it can become a destination center for people from other cities. Imagine a H-Mart or Trader-Joes, it can easily attract BART riders to pickup their groceries via BART. Parking can be shared/managed, and easily done with parking technology, making more effective use of a single parking spot shared between transit riders, and retail shoppers/diners. If BART has to keep its own garage, can it be built above the bus terminal?
I strongly agree with redeveloping the parking lots to TOD for the Fremont Station as much of the spaces are wasted space right now, sitting empty. We need better land use in Fremont especially next to major transit stops like BART. I would seek developing as much of the parking lot as feasibly possible, at the maximum allowable heights, with the maximum allowable units. I would also recommend adding ground floor retail to help increase vibrancy in the neighborhood as well, to serve not just riders but local residents.
I support a maximal, housing-first TOD and a ground-lease that shares upside with BART. Ground lease, not sale. Base rent at FMV with CPI. Add percentage rent above a base IRR, residual-receipts on affordable phases, and refi/sale participation. Include a rent ratchet if entitlements increase. Deliver fast. Publish a 2026 RFP with fully objective standards and ministerial approvals eligible for SB 35. Pre-entitle the site. Lock milestones: shortlist within months, DDA within 12, start within 24, or BART step-in rights. Maximize units. Apply AB 2923 at the high end. Allow mid- and high-rise forms. No 1:1 parking replacement. Set parking maximums ≤ 0.25 –0.5 per unit, unbundle, price, and right-size loading. Cut hard costs. Avoid basements and podium parking. Standardize repeatable floorplates. Permit industrialized construction (panelized/modular) with pre-approved plan sets and third-party plan check. Use progressive design-build with an early GMP. Parcelize to build phases in parallel. World-class access. Fund a secure bike hub, protected walk/bike links, off-street pick-up/drop-off, bus priority on Mowry, and clear wayfinding. Lock ridership. Require bulk transit passes for

residents and workers. Add car-share and micromobility. Capture value locally. Pair the lease with an EIFD/CFD so tax increment funds the plaza, bike hub, crossings, and bus priority. Keep it financeable. Target ≥35% onsite affordable using BART land-value discounts, density bonus, AHSC, and property-tax exemption. Split delivery: one mixed-income tranche and one 100% affordable tranche. This produces more homes, faster delivery, higher ridership, and durable BART revenue.
i support tod and like the idea of bringing homes and businesses near bart, but i hope there's more focus on practical connections. 1. how about frequent buses from every street, maybe every 10 minutes? 2. future parking is also a concern - why not build a multi-level garage now while disruption is easier to handle? 3. sidewalks and bike lanes already exist but are barely used, so what's the plan to actually make use of that capacity? also, please consider parents with pick-up and drop-off responsibilities and older adults who may find walking or biking difficult. 4. are the people who will live in these tods actually bart riders? if not, it's hard to see how the project meets its main goal of increasing ridership.
I think considering how little the parking lot is used, and the fact that there is plenty of parking at the nearby shopping mall, I think building as little parking as possible would be ideal. I also wouldn't do too many ground floor, retail or office spaces, Fremont doesn't necessarily have the pole for that, so more housing is better.
I used to commute on bart 5 days a week pre pandemic. I mostly ride. Now i work from home mostly. Parking is important mostly on rainy days. I imagine this is problem for other who lives far enough that cannot walk. If there isn't parking (like pre warm spring days) then folx like me maybe forced to drive. To reduce aminosity new dev should not make life of existing user worse. Free shuttle bus to nearby neighborhoods and downtown at high frequency may mitigate matter (smaller bus at higher frequency is better than larger bus at lower frequency)
I would like to see development much taller than six stories. Despite city leadership's efforts, Fremont lacks a true downtown, and the Fremont BART station happens to be smack dab where "downtown" is. I think the Fremont BART station could, and should, serve as an anchor for a Fremont downtown. Most importantly, that means there should be more residents, more businesses/amenities, and fewer cars.
I'm very excited for this project! I've always wanted Fremont BART to be more walkable and bikable! Fremont in general needs to be less car dependent.
Im hoping for a mixed-use development with retail and shops and homes above, so there are more chances for people to move to Fremont without having to bring cars and adding to unnecessary traffic.
Increase affordable housing units. Make units with 2 bathrooms or 1 and a half bathrooms per unit with 2 or more bedrooms. Adding a small playground and dog park and green area would be great.
Increase security and get a handle on that prior to building. Look at construction impact and look to keep car entrance on walnut and less by hospital and mowry side
Instinctively Fremont already feels crowded but there is definitely a need for affordable housing near transit centers to make access and commuting to jobs easier and more efficient.
Keep more buses towards bart from Stevenson blvd
Make it true TOD, and limit parking for residents as much as possible. And improve the entire station experience at Fremont - it has become dirty and more scary over the past several years.
Maximize housing! Build it quickly!
Most important to provide affordable housing and walkable access to amenities.
Need to plan for potential increase in parking need in future years. Reserving 700 spaces when current demand is 500+ is too little. Or figure out a way to create more parking spaces like create a parking structure along side with these new developments
Overall this is a great project that would allow for a massive transformation in the region by making the area around the station pleasant to be around. When it comes to phase 2, I believe it's important to keep at least 700 parking spots or possibly more (all in the form of a parking garage, possibly underground) UNLESS busses can be substantially improved: currently the 200, 211 and 239 are the only 3 busses that actually come every 30 minutes to the fremont bart station, the fact that this is seen as normal makes the entire bus system of fremont an actual joke. Busses aren't much slower then cars when you are actually on one, however just the fact that you have to wait longer for a bus (up to 30 minutes on those 3 routes and 60 minutes on a couple of other routes) to get you to a regional rail station that has far more frequent service (every 20 minutes) forces everyone who actually wants to get to their destination in a timely manner to drive if they have the option to do so. The thing is, if the bus service does become more frequent, there's not really a guarantee whether it will be

well used or not, however if the bus system keeps being infrequent then there is an absolute guarantee that ridership on fremont busses will just stay at the fairly low number that they are today.
Overall, I am excited to hear more about the plans for the Fremont Station TOD. Although I solely rely on public transportation, I know it's important for the project to provide at least one unit parking space for each apartment space. Also, I would like the Fremont Station TOD apartment units to have a dishwasher, washing machine, and dryer in every unit. It's important to offer residents the ability to wash their clothes in their homes without having to travel to a laundry mat. Air conditioning in every unit would be good as well. Making sure the apartment units are structurally sound and have ample lighting is also important.
Please be thoughtful with financial discipline. I want this to work but if budgets are surpassed and costs bloat (due to reasons malicious or not) it can discourage future projects like this. This is thoughtful so rooting for you
Please build/plan to the max height and density that SB 79 allows regardless if it passes or not. The most important things to me are housing density and mixed use, having a public 3rd space on sight (a place to hold small events like a flea market or live music and include plenty of benches and greenery ideally with shade), and prioritizing drivers last, if you have to include parking put a parking garage up a block away. Any space around the station that is remotely within walking distance should be used for just that with TOD as well, I say this as someone who has to drive to Bart everyday. Ultimately the station itself should BE a destination with a public space to sit/relax and enjoy community without having to participate in consumerism (like a plaza or mini park). While also housing as much people as physically possible with shops on the bottom floor. And no I really don't care if homeless people are able to use the benches, it's downright offensive how little seating there is at warm springs.
Please consider having more retail options specially grocery stores in this area as there are no grocery options nearby.
Please leave the parking lot alone. With companies starting to bring employees back to the office this space will be needed. Remember before pandemic? The entire lot used to be full and I used to go far away to park and work. We have too many high density housing in Fremont. You will make life horrible for residents with heavy traffic.
PLEASE update the parking format at the Fremont station. Whoever designed it the first time around probably needs to be studied considering how terrible it is. While I understand the push towards greener initiatives versus driving to the station, it isn't realistic quite yet and many people still need to drive. These slanted and narrow pathways of parking are so dangerous and can easily cause an accident
Pls stop creating BIKE friendly lane only where cars are unable to make an unprotected right turn
Preserve easy biking and walking access to the station throughout development.
Preserve enough parking as remote work starts to decline over time and people come back to taking BART. Generate enough revenue to fund further BART expansion.
Provide priority and financial assistance to local small businesses.
Seems to me that TOD Phase 2 parcel is too small to develop economically.
site at milbrae looks like a prison complex. I hope fremont will not follow this terrible example
The Fremont station building and surrounding area has severely deteriorated over the past decade. Don't ignore the station itself. And take TOD seriously. High density and limited parking.
The plan mentions maximum parking per apartments/houses is so low that this will lead to reduced safety for the neighborhood. Fremont and SF Bay Area is not yet ready for less than 2 parking spots per house because of overall lack of public transportation and high cost of it.
The reality is that bus services are not sufficient for Fremont residents to reach the bart station for regular commuting and many cannot ride bikes and are too far away to walk. I commute regularly and the TOD2 lot is getting pretty full again due to on site work mandates. I support TOD 1 (the days when all lots were full by 7am will thankfully not return) it is a good use of those empty lots. I am completely opposed to TOD2, it will mean real inconveniences for local riders. What are our alternatives when the lot is full? City streets again? Filling up the hospital parking and Raleys parking as happens now to avoid the \$3 per day cost and forcing them to have paid parking too? Drive down to Warm Springs using more gas? Please consider the needs of the whole community.
There is not and probably never will be enough housing and business density and/or conveniently frequent local public transit within walking distance to this BART station to justify prioritizing non-car access to the station. Thus maintaining convenient driving access and parking is likely to help increased ridership more than these other expensive and wasteful access ideas that further disrupt traffic and parking in the surrounding area.

There is ongoing and increasing trend for return to office (RTO) in almost all big tech companies. I believe this project will cause more harm than help.
There's no mention of how the parking capacity will be addressed if in future the parking requirements surge to pre-2019 levels when almost all 1900 slots were used daily. Currently the way the city is planned and laid out, not everyone uses the bicycle paths which has severely limited vehicular traffic space. Without more denser housing all over the city and more public transit routes, people will continue to drive and park at BART. How is the plan addressing this plan vs reality scenario?
This is a horrible project. You were making it so difficult for people to use Bart that you're going to put more cars on the road. People will either wind up driving to their destination instead of using Bart, or they will drive further to go to another station that has ample parking and isn't overrun with businesses and apartments and has more parking available. I personally live about 3 miles from Fremont Barch. I am not physically able to walk or ride a bike that far. When I take BART I need to drive my car. That is my only option to get there. You are making it very challenging meaning I will wind up either driving in and out of the city or driving to warm Springs or another station making our roads actually more congested. This is a money grab this is a horrible idea. The bike lanes were already a horrible idea. You're trying to push a green travel down. People's throats and people do not use it. whoever is making money off of this. You should be ashamed. If there's a way to still cancel this project and not make Fremont look this foolish please do that. Building an apartment complex thinking that's your full bar ridership and those people can walk. Well that's great but what about the rest of the city. Not all of us are going to walk or bike to bar and where does that leave us? This is shortsighted and utterly stupid
Timeline to build the project seems quite long. This can be done much faster than a construction start date of 2029. It seems to me that cities in other countries can do this type of project in a year. Montreal, for example, recently built a new metro system (REM) of 67km in less than 10 years. The proposed timeline for this TOD improvement is at least 5 years, which seems too long. Other than that, I am super happy to see TOD being implemented at more stations.
Warm spring bart has more potential and space for this program... lot of non used parking spaces daily
We do not need more dense housing in Fremont. Please do not build dense housing near Tule pond it will cause more pollution. We need to keep this water area clean.
We have to undo the "my parking only" mindset. Let me explain. Currently, if you want to visit someone in Washington Hospital and arrive by BART, you have to walk around the block because the direct route is barred, to prevent drivers who use BART from using Washington Hospital Parking and to prevent Washington Hospital guests from using BART parking. This is hostile to BART users and pedestrians. Please work with Washington Hospital to come up with a shared solution. Second, pedestrian access around Tule pond (Waterside Cir, Litchfield Ave) is very inconvenient. Please work with Watermark place and the Alameda county flood control and water conservation district on creating an easement. With more development, it is important to make pedestrian access to BART from the apartments at Guardino Dr and Tyson Lane as easy as possible so everyone benefits.
We have too many people here already. By taking this parking its already that bart parks in Kaisers lot... as a patient I cant get a spot now. I have to go early 7am and wait and this is not easy with elderly parents who need care. I cant get a spot when at the ER. GREEN is OUT. Its not a thing... at least how your making green. The truth is out that it was jus to make money and screw the people out of our cars and cheat us. No one wants your green. we want the pollution cleaned up... politicians included. We want the water clean and all the things the rich dont do yet we pay for. We dont want to be boxed in to a 15 min city. We dont want agenda 2020, 21, 22 etc bs till 2050. WE THE PEOPLE have our own vision and this is our country. I dont know many who support this... everyone from all walks of life dont want this.
When planning the TOD, analyze the community wants and needs deeply and try to put community interest before anything else. Also try to predict what will happen to surrounding areas after this TOD is developed. It will not only affect Bart and the parking lot.
Yes, I do not agree with the proposed changes. The current state of the parking lots allows access for the wildlife to cross safely and the survey did not include questions about environmental concern in regards to the animals that utilize the lots. In addition, the proposed changes have potential to increase parking fees and would much more prefer a connection to CalTrans.
Biking connections should include safe access across the 880 and 680 freeways
build as much and as tall as possible/permissible, don't let nimby's cut it down
Can You Guys have a Live Stream Video 📺 with pre-recorded at Fremont station 🚆 in Bay Area Eventually.

Can't happen fast enough
-Design the development for constant, attractive public use. Rely on the presence of the public for security, and do not implement mass surveillance technology. -Ensure that developers have researched and committed to design with a constant public presence in mind. Failure to do this will result in the development functioning like either a housing project or a gated community: both have social ills and are not appealing to the public at large. -Design the development to appeal to people with a variety of familial and social structures. Uniformity encourages monoculture.
Develop and attract more shops and restaurants so the area becomes a destination itself. Try to make the area more vibrant, like the areas around train stations in Asia and Europe. As they are, most BART stations are dead, even the ones in San Francisco and other more densely populated sections. BART is seriously neglecting possible income-generating commercial upgrades. Have you seen how many ads (display, videos, lights, etc.) there are in and around train stations in other countries? Ads are even on their trains as well. BART trains are dead! On a BART train, you feel like you're in a communist country. Wake up, BART! You've relied too much for too long on government handouts.
Direct and convenient pedestrian access to Kaiser Hospital should be a considered priority.
Do not get stuck on analysis paralysis. These TODs end up taking so many years. Also, when you add retail, put it in inside protected plazas, not exposed, loud arterial streets. Streets (cars, motorcycles) are so loud that it is unwelcoming to pause and enjoy commercial at new mixed-used buildings. Also, do not put car access in the middle of the site(s). Make the middles protected ped-only green plazas. Many BART stations have so much concrete and feel unwelcoming. We need more trees and dense plants to make stations more attractive.
Especially given it's located directly adjacent to the station, local ground-floor retail should be prioritised, as well as maintaining access and pedestrian permeability and creating a welcoming public space for those using the station.
Honestly no, but let me say, it's kind of a long walk from the Fremont station to Walnut Ave, where I work. I have to walk through a parking lot that's constantly covered in bird shit, because someone comes along and scatters birdseed in it. I don't know why they do this instead of scattering it in a park or somewhere that birds are, or even that truck school parking lot, that's not even in use a lot of the time; I would prefer either a shorter walk to Walnut or less bird shit. Also what's going to happen to the truck school that's in that side parking lot? I'm glad that's not the parking lot that's being developed, because I'd be annoyed having to walk past rich people's condos to get to the street.
Housing should be high-rise buildings on 15 stories on the east side of the station with ground-floor retail and amenities. West side TOD should be 8 to 12-story buildings with floor-level retain and amenities. Station parking should be in garages with floor-level retain or amenities.
I hope this gets done as soon as possible. Widespread TOD is needed for the future of BART and to relieve the housing crisis
It would be great to see large residential towers at the station with mixed use on the bottom floors. I think that parking lots should be removed with housing replacing them. The housing also does not need any parking. Make the surrounding streets safer for bikes and pedestrians.
No, want point something dangerous at the station. I know they said the will raise the barrier to prevent some climbing over, which I have been seeing. But tonight I saw a possible handicapped person so desperate he climbed over and got his leg stuck in the gap. He could have been seriously injured if he landed on his head.
Please build as tall and as densely as possible - as much housing as possible!! The more housing there is, the more businesses that the site can support.
Please just be an example of how the bay area can actually build housing QUICKLY. Do not allow this to take more than a couple years until ground breaking - we really need a shining example of agencies building housing and fast. You have blue prints for community input from multiple other TOD projects - use it as a baseline and move quickly. The thing Californians say again and again at every level of gov through survey data is that the housing crisis is the biggest issue - SO BUILD IT. Use the most effective construction possible even if it is not local - ex unionized modular construction that takes place in the valley. We do not have the luxury of doing this the long and expensive way. Especially if there are affordable units - make them what they are! Maybe even research a private partner to help further catalyze the build. I have faith bart and the city of Fremont can do this - please prove me right.
Please prioritize non-drivers. Drivers already have an insanely easy life in America, especially in Fremont and the South Bay as a whole. At the same time, cyclists and pedestrians struggle to access transit without risking life and limb.
Prioritize access to TOD, the BART station, and surrounding destination by walking and cycling from all surrounding roads: Mowry Ave, Civic Center Dr, and Walnut Ave. Civic Center and Walnut have safe, all ages and abilities bike infrastructure,

while Mowry does not. As part of the project, consider working with the city to make Mowry safer for cyclists and pedestrians. Also, consider creating safe, separated paths and bike lanes/sidewalks for cycling and walking to bisect the parcels to connect riders between Walnut Ave, the BART station, Civic Center Dr, the TOD, and Mowry Ave in a way that is safe, convenient, and fast.
TAKE THE BART TO RICHMOND STATION
The natural trees should be preseved as much as possible
The project should prioritize the maximum level of development, given what's possible with the market. This site is in Fremont's highest density zoning district and should maximize the number of homes through taking advantage of the lack of parking requirements, higher height limit, and other more permissive design standards, including further waivers through state density bonus law. Further Bart should prioritize proposals with the most homes, rather than the most affordable homes. For example if proposal A is for 100 80% AMI units and proposal B is for 100 market rate and 50 80% AMI units, project B should be selected as it creates more homes. Lastly, to the degree possible, Bart should streamline the approval process by limiting discretion and follow a ministerial approval pathway.
The proposed timeline of 2029 seems awfully long and I would support expediting if possible. Also given the passage of SB79 (assuming it is signed), BART should fully utilize that to maximize the amount of housing that can be built.
There should be more TOD and to have more transit access. Also, the parking lot's wasted space is reducing the potential of the station.
This is a great idea to make better use of the unused land surrounding Fremont Bart Station. This TOD at Fremont station could be a jewel in the East Bay if it's done correctly -- keeping residents, riders, and residents in mind with available access to trails and parks to pedestrians and bikers.
Want to make sure the BART keeps the existing parking fee rate at Fremont
Will Everything Going to return back  to pre, post  Pandemic Levels  on all forms of transportation services  before the end  of 2025.
Would like to see more activations here, similar to the Anime event that happened at Warm Springs. I think there's a huge appetite for events like that within Fremont. Would like to see any housing development be built at the maximum density allowed by the city.
Include an area for community events
can we build higher and have more amenities in these TOD areas?
Build it higher than 5 stories. Include rooftop bar and possible boutique hotel. Possible rooftop gardens open to the public. Good lighting.
please update the enviroment lighting
I am still very bitter about the farm close by here converted to apartments
there needs to be adequate parking spaces for the residents moving in