

January 15, 2026 Community Meeting

Visioning for Future Development at Bay Fair BART Property (County Portion)



Project Team

Bay Fair
TOD



Bay Fair Leadership Team:

- Alameda County Community Development Agency, Planning Department
- BART

Partners & Coordination Team

- Public Works Agency, Alameda County
- MTC-ABAG
- REACH Ashland Youth Center

Consultant Team

- Aaron Welch Planning, Kearstin Dischinger Consulting
- Van Meter Williams Pollock



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Agenda

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Presentation

1. Welcome
2. Alameda County Planning Context
3. Overview of Bay Fair BART County Site
4. BART Transit-Oriented Development Process
5. Focus of Open House: Vision, Goals, and Objectives

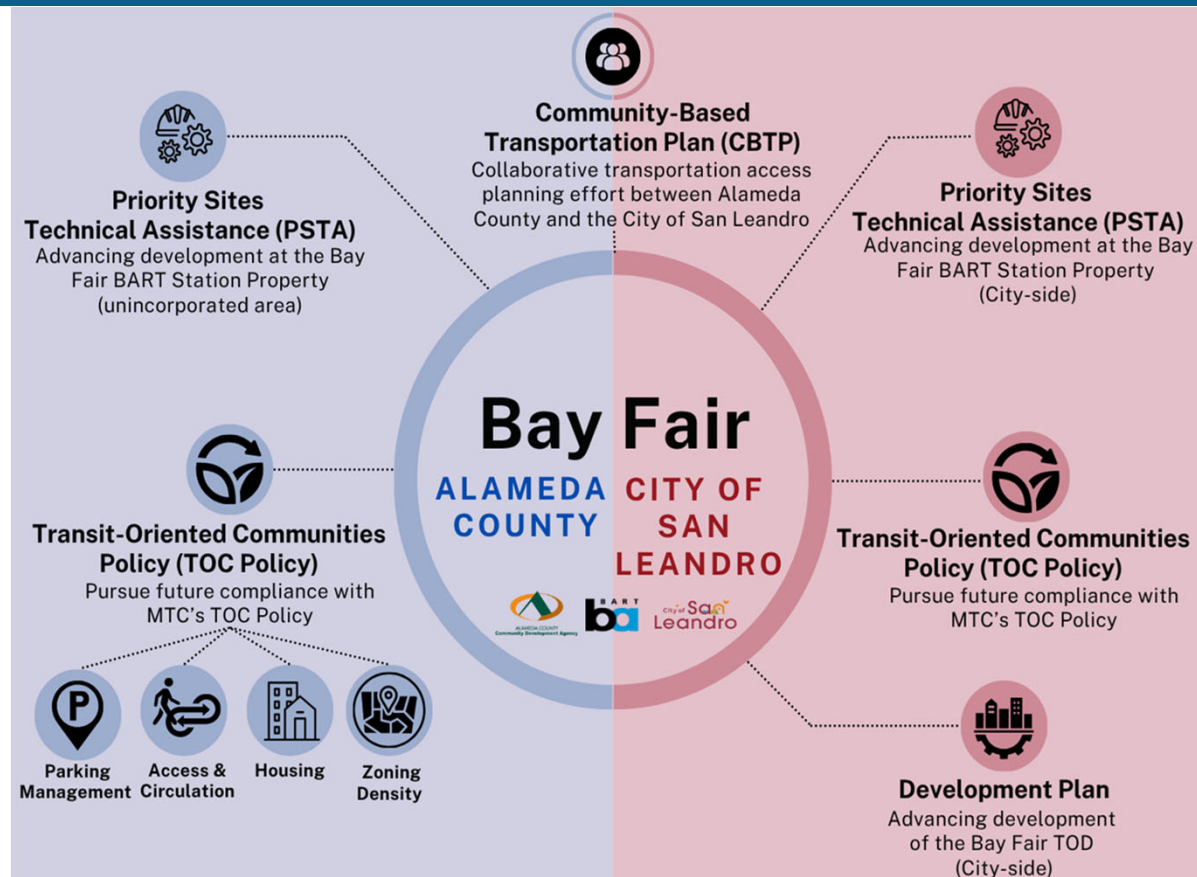
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Circulate, Ask questions, Make comments



Related Planning Work

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Alameda County Purpose

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Educate the community about the unique development process for this site.

Gather community input to inform the Goals and Objectives for future development.

Pre-development work

- Advance pre-development work necessary to support development.
- Participate in the developer solicitation phase (RFP/RFQ).
- Identify potential County actions to support future development.

Policy Implementation

- Further the County's Housing Element program goals.
 - Program 1.C: Facilitate Housing at Bay Fair BART Site.
- Confirm compliance with state laws – AB 2923 (2018) & SB 79 (2025).
- Establish Objective Design Standards for future entitlement.

Entitlement review (Planning) of future proposal(s) for Zoning standards consistency and policy conformance.

Planning Context

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County Regulatory Framework

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Alameda County 6th Cycle Housing Element (Adopted 2024)

- Zoning Ordinance & Objective Design Standards Amendments
- Program 1.C: Facilitate Housing at Bay Fair
- Eden Area General Plan

MTC-ABAG Transit-Oriented Communities Policy (TOC Policy)

- 1.Increase housing supply near transit
- 2.Increase density for businesses and commercial development near transit
- 3.Prioritize bus transit, active transportation and shared mobility (i.e. bike share and car share)
- 4.Support and build partnerships to create equitable Transit-Oriented Communities

AB 2923 & SB 79

- Conformance with state laws which require transit-oriented developments (TOD) standards such as those implemented as part of the County's Housing Element rezoning of this site.

East Bay Greenway (Alameda County Public Works Agency)

- Design and implement a key portion of the East Bay Greenway to improve connection to BART and surrounding area.

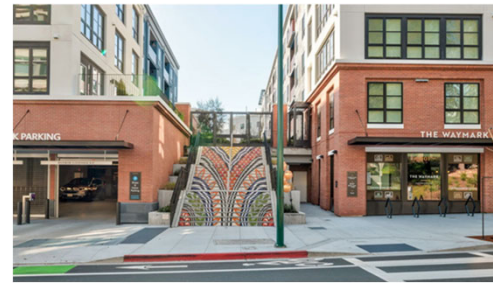
BART TODs - Examples

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Common Features

- Open Spaces / Plazas
- Housing & Complementary Uses
- Multimodal Access Enhancements, including:
 - Safe walking and biking connections
 - Improved transit connections
 - Right-sizing of BART rider parking post pandemic
- Pick-up/Drop-off Zones and New Streetscapes



Apartments with retail, dining, & paseo at Walnut Creek BART, completed 2023



El Cerrito Plaza BART TOD, began construction in 2025



Proposed bike path, drop-offs and station access at North Berkeley BART



BART Plaza, mixed-use residential at Pleasant Hill BART, completed 2020

Site Context

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- Surrounding area is a mix of uses- mostly low density residential and commercial.
- Multiple schools in the vicinity.

<p>Walk Score 71</p> <p>Very Walkable Most errands can be accomplished on foot</p>	<p>Bike Score 68</p> <p>Bikeable Some bike infrastructure</p>	<p>Transit Score 66</p> <p>Good Transit Many nearby public transportation options</p>
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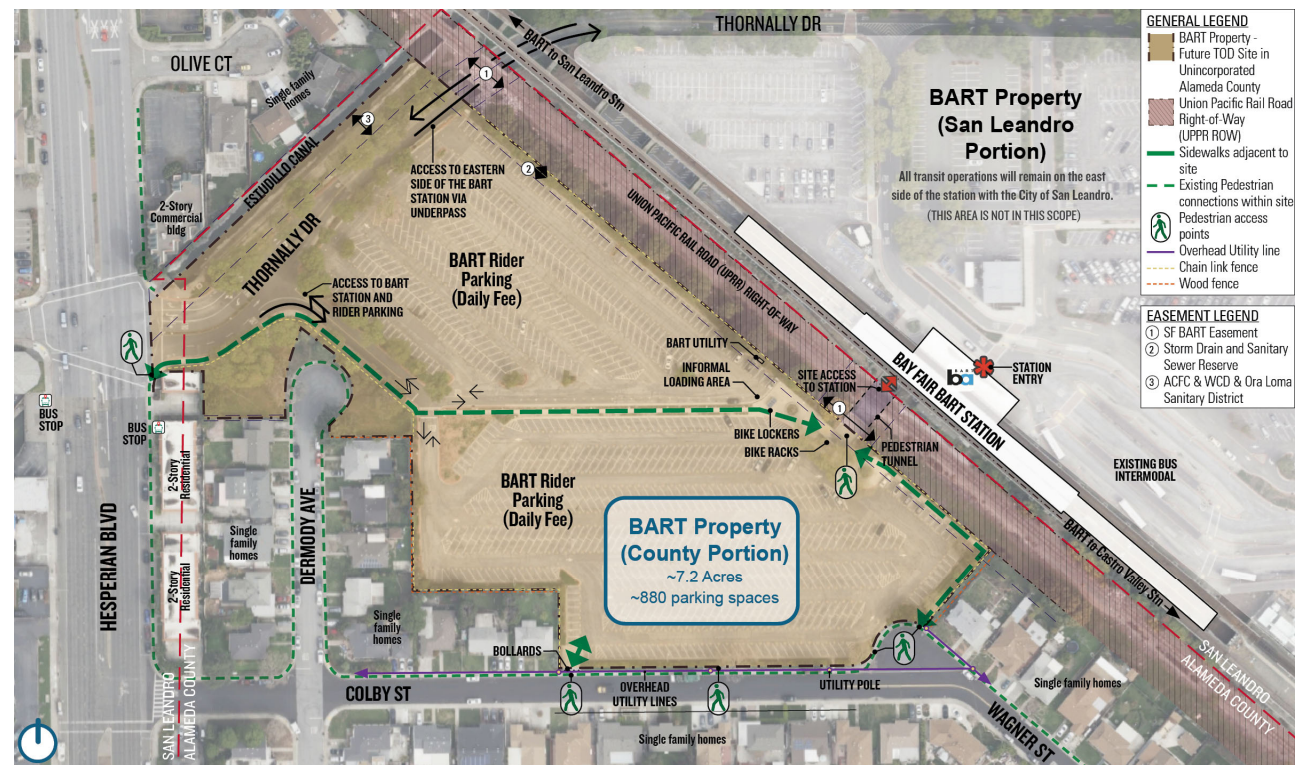


Site

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- Site Area: ~7.2 Acres (Developable Area)
- Currently used for BART rider parking SP1
- Two street frontages- along Colby Street and Thornally Drive
- Connection to east side of station: SP2
 - Vehicular/bicycle: via Thornally Drive underpass
 - Pedestrian: via underpass at station entry.

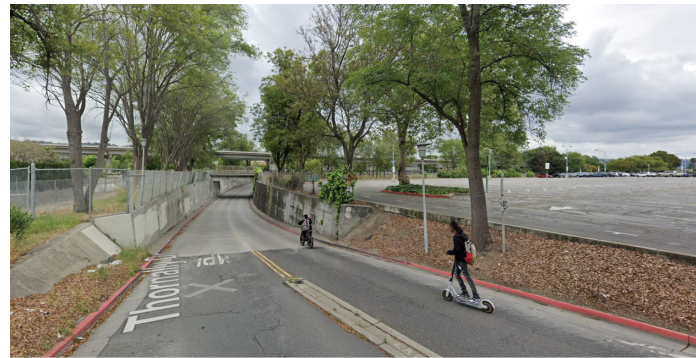


Site Photos

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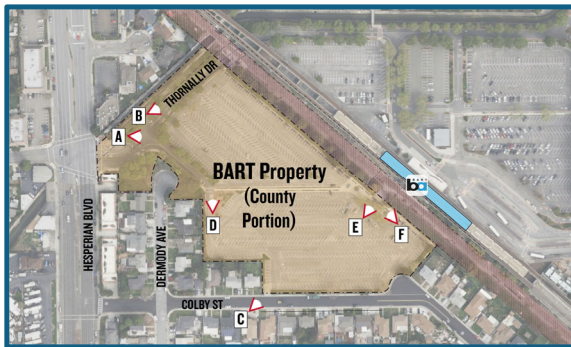
A: Site access off Thornally Dr



B: Thornally Dr vehicular underpass



C: Colby St street frontage with overhead utilities



D: Existing pedestrian connections

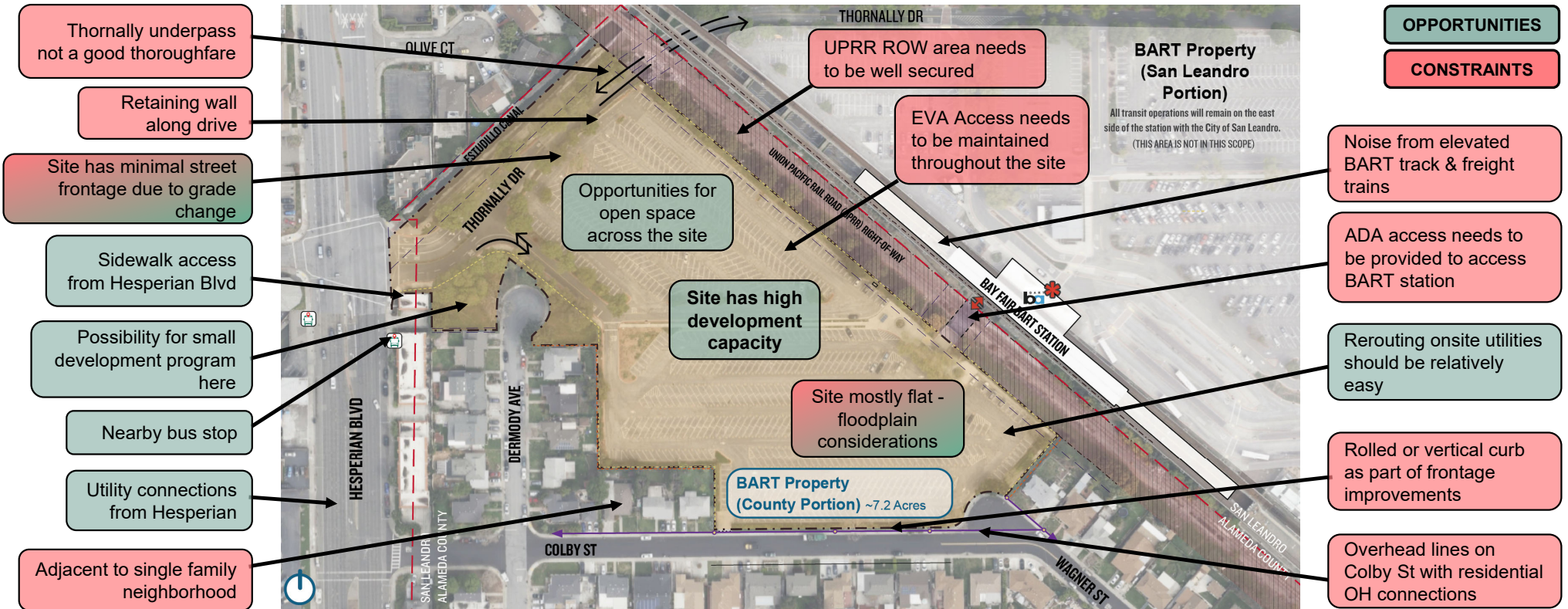


E, F: Pedestrian underpass to BART station

Opportunities & Constraints CP1

SP2

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Overview of BART TOD Program

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Why Does BART Do TODs?

- **Grow BART ridership:** TOD residents are 2x as likely to ride BART vs non-TOD residents
- **Climate Action:** Housing near transit produces 50% fewer auto trips vs conventional development
- **Lower Cost of Living:** Transportation costs for those living near BART are 24% lower than average



BART Policies that Guide TOD

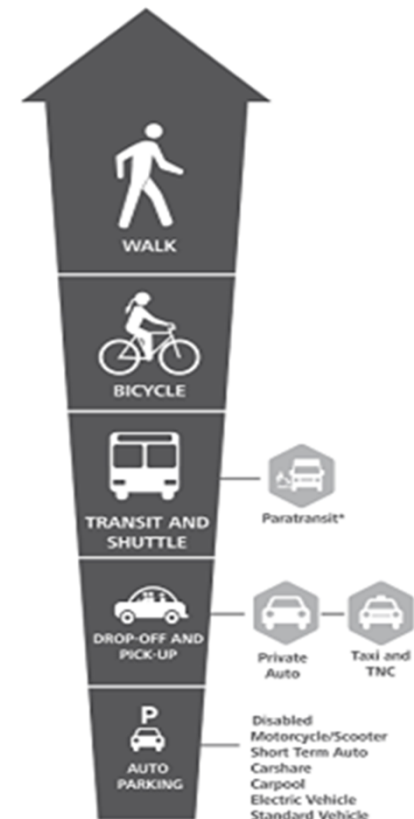


Station Access

- *“Balanced Intermodal”* Station Access Type
- Station Access Policy
- Multimodal Access Design Guidelines
- Transportation Demand Management (TDM) Program

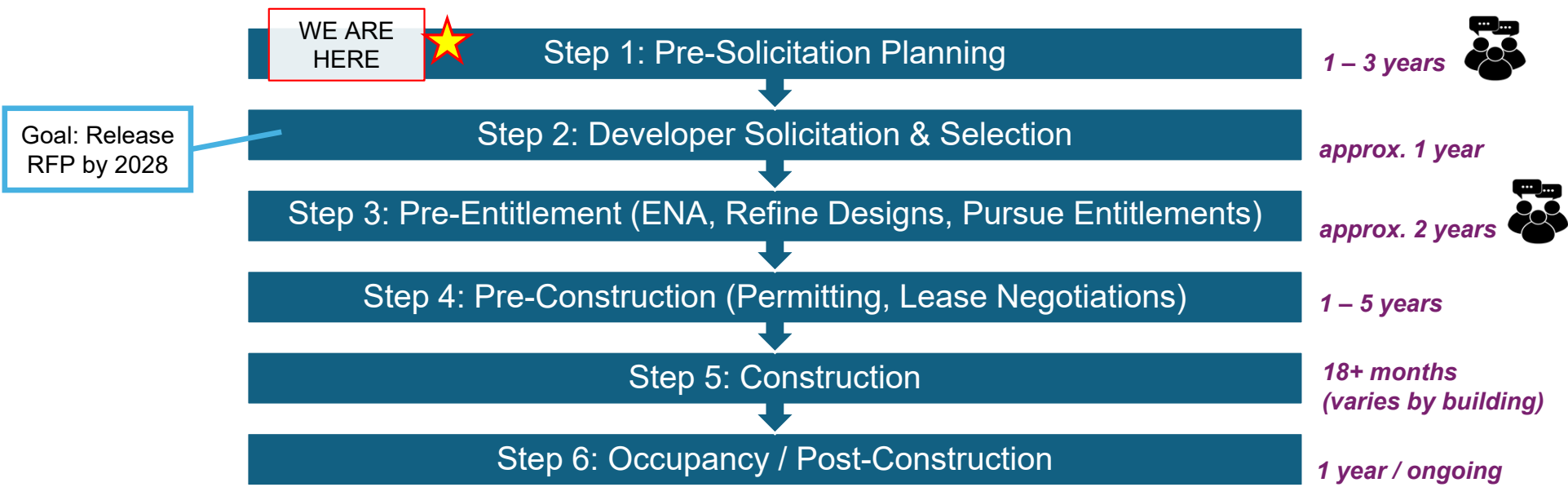
Transit Oriented Development


- *“Neighborhood Town Center”* Place Type
- AB 2923 Development Principles
- BART’s TOD Guidelines and TOD Policy
- Affordable Housing Policy – 20% minimum, 35% portfolio-wide target
- Labor Requirements – Prevailing Wage, Project Stabilization Agreement



BART's Transit-Oriented Development (TOD) Process

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 = Opportunities for community engagement

BART TOD Policy - Goals

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- A. Complete Communities.** Partner to ensure BART contributes to neighborhood/district vitality, creating places offering a mix of uses and amenities.
- 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.
- C. Ridership.** Increase BART ridership, particularly in locations and times when the system has capacity to grow.
- D. Value Creation and Value Capture.** Enhance the stability of BART's financial base by capturing the value of transit and reinvesting in the program to maximize TOD goals.
- 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 bike-ability, and seamless transit connectivity.
- F. Affordability.** Serve households of all income levels by linking housing affordability with access to opportunity.

Board update adopted April 2020

TOD Goals & Objectives (G&O)

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- **Educates Interested Developers** – The G&O is included in the Developer Solicitation (i.e. RFP) to inform developers of what BART & local stakeholders hope a TOD will achieve
- **Furthers Existing Policies** – Guided by existing BART & County policies
- **Grounded in Community Input** – Incorporates community input & identifies the goals that are shared priorities amongst all stakeholders
- **Financial Feasibility** – After collecting the diverse priorities & input received, weigh which desires are economically feasible objectives to expect from a future TOD



Goals open house at El Cerrito Plaza station

Goals & Objectives (G&O) Category	Examples
Complete Communities	Parks, visual connections, public spaces (i.e. plazas), vibrant ground floors (i.e. retail), community engagement, childcare center, bike station
Sustainable Communities	Green design standards, reduce vehicle-related emissions
Ridership	Increase ridership during non-peak times
Value Creation and Value Capture	Generate revenue for BART, innovative financing methods for large-scale infrastructure
Transportation Choice	Improved connection to buses, signage/wayfinding, bikeshare station, secure bicycle parking, improve pedestrian or accessible (ADA) routes
Affordability	Affordable housing for low-income households, senior housing

Schedule & Next Steps

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Open House:

Please roam around the room, engage in the material, contribute your comments!

Next Steps:

- Next community meeting: present Draft Goals & Objectives (G&O) for the site.
- Integrate tonight's work with the other parallel planning efforts underway within City of San Leandro & County.
- BART Board to take action on the Goals & Objectives for a future Bay Fair TOD
- Estimated timing for when BART will solicit development proposals is in 2028 (with a final version of Goals and Objectives attached)

Thank you!

Breakout to Open House Boards

