



BART Transit-Oriented Development Program Work Plan: 2024 Update

AUGUST 2024



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1. Introduction

The 2024 update to BART's Transit-Oriented Development Program Work Plan (TOD Work Plan) builds on the *2020 TOD Work Plan*, which can be found at the [BART Transit-Oriented Development website](#)¹. BART's intention is to update the TOD Work Plan roughly every four years. In the *2024 TOD Work Plan Update*, BART updates its TOD priorities for the next 10 years considering current conditions. Much has changed since the *2020 TOD Work Plan* was developed in 2019, particularly market conditions, the state's Housing Element enforcement, and BART's slow ridership recovery post-pandemic restrictions.

Market Conditions²

Construction Costs

High interest rates, high construction costs, and stagnating rents are creating unfavorable conditions for development and land transactions. Since 2017, interest rates have increased from 4.0% to 6.81% making access to capital more challenging.

Office Demand

Due to changes in travel patterns brought on by the COVID-19 pandemic and the greater prevalence of work from home, demand for new office construction in the Bay Area has declined substantially since 2019, as the following indicators demonstrate:

Vacancy rates for leased office space

The Bay Area's office vacancy rates have surged from 7% in 2019 to 19.6% in the third quarter of 2023. More location-specific data shows that office vacancies in the third quarter of 2023 were 13.6% in the East Bay (Alameda and Contra Costa counties), 26% in San Francisco, and 20% in San Mateo County.

Rent per square foot

In the East Bay, asking office rents declined between the fourth quarters of 2019 and 2020 but have been relatively stable since 2020, with landlords becoming more accommodating with concessions and other incentives for tenants. In contrast, average asking office rents in San Francisco have declined steadily by 23% between their peak in the second half of 2019 and the third quarter of 2023. Asking rents for office space in San Mateo County, an affordable submarket compared to San Francisco, are 15.7% lower in the third quarter of 2023 than they were in 2020.

Housing Demand

Demand for housing has generally remained more stable since 2019, as the following indicators for multi-family housing demonstrate:

Vacancy rates for apartments

Vacancies in 2019 were 5.6% in the East Bay (Alameda and Contra Costa counties), 5.7% in San Francisco County, and 6.3% in San Mateo County. Vacancies in the third quarter of 2023 were 7.3% in the East Bay (Alameda and Contra Costa counties), 6.7% in San Francisco County, and less than 6% in San Mateo County.

Rent per apartment

Average residential rents in the third quarter of 2023 were \$2,410 in the East Bay, \$3,050 in San Francisco, and \$3,030 in San Mateo County. These rents were well-above the national average of \$1,670 for the same time period but represent an average year-over-year decrease between 2019 and the third quarter of 2023 in the East Bay (-1.0%) and San Francisco (-0.2%). San Mateo County, however, has seen an increase of 4% over the average rent from five years ago.

¹ Found at <https://www.bart.gov/about/business/tod>.

² CoStar Group, www.costar.com.

Result

Some sites that local jurisdictions and BART had primarily prioritized for job-generating development in the 2020 TOD Work Plan may either be reconsidered for housing or will be strategically preserved for non-residential development until demand rebounds.

Housing Element Enforcement³

California's housing crisis has grown as demand for shelter continues to exceed supply. State housing and funding policies have become more robust in response. The state has increased scrutiny of local Housing Elements including the viability of sites identified in their inventories and is taking further actions including lawsuits to ensure local jurisdictional compliance with the most recent Housing Element cycle. State funding programs for transportation, infrastructure, and housing now often require or consider a local jurisdiction's compliance with Housing Element law.

Result

Many cities and counties have identified BART-owned or operated land in the sites inventory of their 2023-2031 Housing Elements or plan to do so for the next cycle. However, due to capacity and funding constraints, only a limited number of projects can be advanced for development each year.

Slow Recovery of BART's Ridership⁴

BART ridership in March 2024 was 42% of pre-COVID ridership. More specifically, it was 40% for the average weekday, 61% for the average Saturday, and 66% for the average Sunday compared to pre-COVID 19 pandemic ridership. The durability of remote and hybrid work means that BART, which was built largely as a commuter transit system connecting suburban residents with urban job centers, has lost a significant portion of its core riders. In September 2023, BART shifted service to draw riders for non-commute trips.

Result

The impetus for BART to pursue its TOD program persists even as travel patterns continue to change and evolve.⁵ Development within a half-mile of BART stations will be crucial for increasing ridership. The frequency of residents, employees, and visitors using transit for a variety of trip purposes increases as the distance to that station decreases. One pre-pandemic study of Bay Area transportation and land use found that TOD residents commute by transit five times more than the average worker in the same city and TOD office workers commute by transit 3.5 times more than workers in the surrounding region.⁶ Another study found that TOD residents living within 0.25 miles of a BART station use transit for work trips two times more than those living one to two miles away from BART.⁷

³ California's Housing and Community Development Housing Element website, <https://www.hcd.ca.gov/planning-and-community-development/housing-elements>, accessed September 28, 2023.

⁴ BART 12-month window ridership report (January 2024 update) found at <https://www.bart.gov/about/reports/ridership>, accessed February 2024.

⁵ Rowlands, DW and Tracy Hadden Loh, *Ensuring the Intertwined Post-pandemic Recoveries of Downtowns and Transit Systems*, Brookings Institution, August 8, 2023, accessed March 4, 2024 at <https://www.brookings.edu/articles/ensuring-the-intertwined-post-pandemic-recoveries-of-downtowns-and-transit-systems/>.

⁶ *Travel Characteristics of Transit-Oriented Development in California*, Final Report, January 2004, Lund, Hollie M, Robert Cervero, Richard W Willson, found at https://www.bart.gov/sites/default/files/docs/Travel_of_TOD.pdf.

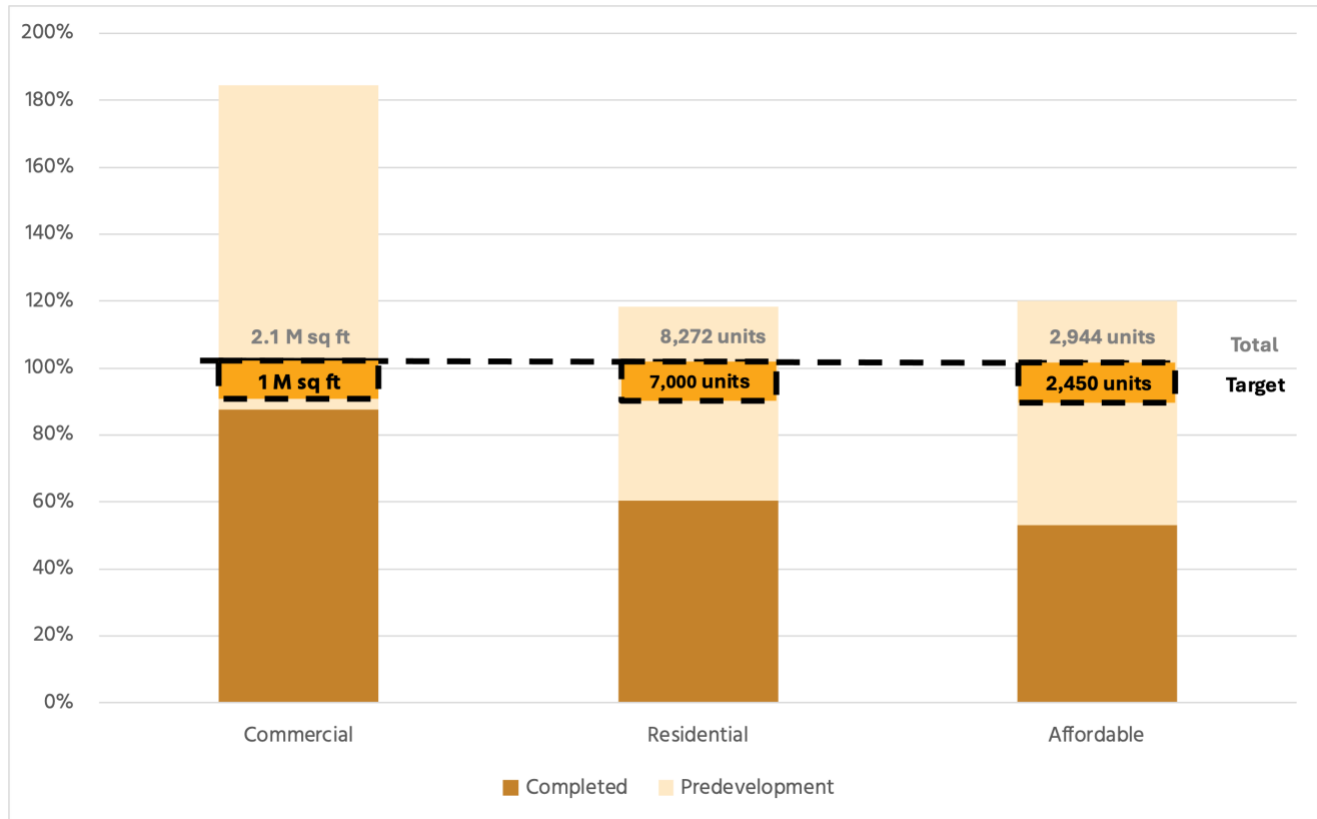
⁷ *Travel of TOD Residents in the San Francisco Bay Area: Examining the Impact of Affordable Housing*, June 30, 2020, Barajas, Jesus M, Karen Trapenberg Frick, Robert Cervero, found at <https://escholarship.org/uc/item/1r20w0tv>.

2. TOD Program Performance to Date

In 2016, the BART Board adopted ambitious performance goals for transit-oriented development, including completing 20,000 residential units and 4.5 million square feet of commercial space on BART property by 2040. The TOD Program continues to make progress towards these performance goals, albeit more slowly than hoped.

BART’s 2025 interim performance targets are to complete 7,000 homes - of which 2,450 are affordable - and 1 million square feet of commercial space. As shown in Figure 1, projects currently in predevelopment are likely to eventually exceed these targets. However, BART does not anticipate that these will be completed by 2025 as they are not yet under construction.

Figure 1: Progress of BART’s TOD Program Towards 2025 Performance Targets



Source: BART Property Development based on data through July 2024

Table 1 details the progress of BART’s TOD Program by station in terms of commercial square feet, total residential units, and affordable residential units.

Table 1: Progress of BART’s TOD Program by Station

Station (Phase)	Year Complete	Commercial Square Feet	Residential Units	
			Total	Affordable
Complete				
Castro Valley (Phase 1)	1993	0	96	96
Hayward (Phase 1)	1998	0	77	0
Fruitvale (Phase 1)	2004	64,000	47	10
Richmond (Phase 1)	2004	15,000	132	66
Dublin/ Pleasanton (Phase 1)	2008	0	240	0
Pleasant Hill/ Contra Costa Centre (Blocks A-B)	2008	35,590	422	84
Ashby (Phase 1-Ed Roberts)	2011	80,000	0	0
West Dublin/ Pleasanton (Ph 1-Dublin)	2013	0	309	0
South Hayward (Phase 1)	2017	0	357	150
Fruitvale (Phase 2A)	2018	0	94	92
Pleasant Hill/ Contra Costa Centre (Block C)	2018	0	200	0
Coliseum (Phase 1)	2019	0	110	55
MacArthur (Phases 1-2)	2019	33,000	475	90
San Leandro (Phases 1-2)	2019	6,000	200	200
West Dublin/ Pleasanton (Ph 2-Pleasanton)	2019	410,000	0	0
MacArthur (Phase 3)	2020	13,000	403	45
Balboa Park	2023	3,000	131	131
Millbrae	2023	195,000	400	100
Walnut Creek (Phase 2)	2023	14,000	358	0
Fruitvale (Phase 2B)	2024	6,000	181	179
Total Complete		874,590	4,232	1,298
Predevelopment¹				
El Cerrito Plaza	TBD	20,000	743	370
Lake Merritt (Blocks 1-2)	TBD	500,000	557	233
North Berkeley	TBD	7,000	750	260
Pleasant Hill/ Contra Costa Centre (Block D)	TBD	0	170	34
Richmond (Phase 2)	TBD	0	520	209
Walnut Creek (Phase 3)	TBD	12,000	238	0
West Dublin/ Pleasanton (Phase 3-Dublin)	TBD	0	300	300
West Oakland (Phase 1)	TBD	430,000	762	240
Total Predevelopment		969,000	4,040	1,646
Total		1,843,590	8,272	2,944

¹ Commercial square feet and number of residential units are approximate and subject to change.

Source: BART Property Development based on data through July 2024.



Since 2020, construction of many TOD projects that were identified in the current pipeline of the *2020 TOD Work Plan* have been completed. They are:

- Balboa Park
- Fruitvale Phases 2A, 2B
- MacArthur Phase 3
- Millbrae
- Walnut Creek Phase 2
- West Dublin-Pleasanton Phase 2-Pleasanton



3. Analysis Approach for the 2024 TOD Work Plan Update

BART evaluated its developable sites using the most current market data from CoStar (a commercial real estate platform), BART’s adopted policies and performance metrics, developable acreage, and input from staff at local jurisdictions and Metropolitan Transportation Commission (MTC) and Bay Area Housing Finance Authority (BAHFA) staff. Each relevant data point was categorized into one of four prioritization categories: Market readiness, local support for TOD, infrastructure readiness, and development capacity.

To gather information on local interest, conditions, and support for TOD development on BART-owned or operated land, BART staff engaged with staff from all 22 city and county jurisdictions with developable BART parcels under their land use authority. City and county staff completed a web survey in spring 2023. In summer 2023, BART staff interviewed staff from the 18 jurisdictions who responded to the survey with interest in advancing TOD in the next 10 years (representing 24 station areas). During the interviews, 16 jurisdictions representing 22 station areas affirmed their interest in advancing TOD in the next 10 years. BART staff assessed how closely each locality had aligned its regulations with relevant guidance and policies for BART, MTC, and the state for development and parking. For example, local alignment with BART’s 2017 Transit-Oriented Development Guidelines (*TOD Guidelines*) was rated for each development site as part of this work plan's prioritization effort.

Additionally, BART met with MTC staff in fall 2023 regarding its Priority Sites Program and Transit-Oriented Communities (TOC) housing policies to align the TOD Work Plan with regional programs and priorities.

The following presents more detail about what was considered for each prioritization category and associated criteria. Appendix C: Evaluation Process for Prioritizing Development Sites provides analysis rankings for each site.

Market Readiness

- Streamlining – Status of:
 - Housing Element 2023-2031 as of September 28, 2023
 - Prohousing designation as of September 28, 2023
 - Locally adopted objective design standards
 - Adopted environmental impact report that includes the station area
 - Adopted zoning overlay or form-based code
- Access
 - Walk score from <https://www.walkscore.com/>
 - BART’s station access typology found at <https://www.bart.gov/about/planning/policies>
- TOD Office Market
 - Analysis of CoStar (www.costar.com) data for the number of jobs within a ½ mile of the station area, gross office rents, and development trends
- TOD Residential Market
 - Analysis of CoStar data for effective rents per square foot for multi-family housing and development trends

Local Support for TOD

- Stated jurisdictional interest in development, per its staff input
 - Timeframe to begin presolicitation planning
 - Willingness to direct local funds to BART TOD
 - Experience with Enhanced Infrastructure Financing Districts (EIFDs)
 - Nomination for MTC’s Priority Sites pilot program's deadline of September 30, 2023
- Community plan
 - Status of a specific, precise, area, master plan that includes BART’s developable station land
- TOD zoning compliance
 - Locally adopted, permanent zoning that meets or exceeds standards identified in BART’s 2017 TOD Guidelines (<https://www.bart.gov/about/business/tod/guidelines>) for residential density, building height, and parking on BART’s land and within a half-mile of the station area

- Recent public outreach
 - Level of recent public outreach for planning efforts that include BART’s station land
- MTC TOC housing policy compliance
 - Adoption of two or more policies for each of the TOC categories for housing production, preservation, and tenant protection.

Infrastructure Readiness

- BART station access and rider parking solutions
 - BART’s station access policy and typology (<https://www.bart.gov/about/planning/policies>)
 - Impact of TOD on BART rider parking, if any
 - Alignment between BART and local agency positions regarding on-site parking replacement levels
 - Potential for BART riders to pay for parking on-street, in public lots, and/or in public garages near the station
 - Local agency willingness to lead on other BART rider parking solutions
- Other physical infrastructure
 - Other barriers to development and the local agency’s interest in leading solutions to overcome them

Development Capacity

- Each site’s developable acreage and density factor (an assumption of the highest feasible level of residential density per acre given its context) are multiplied together to calculate dwelling unit equivalency as a metric. This factor is applied in an effort to maximize development output and resource efficiency.

Changes to the analysis approach

The *2024 TOD Work Plan Update* used the largely the same data sources and analysis methods as identified in the *2020 TOD Work Plan* except as identified below:

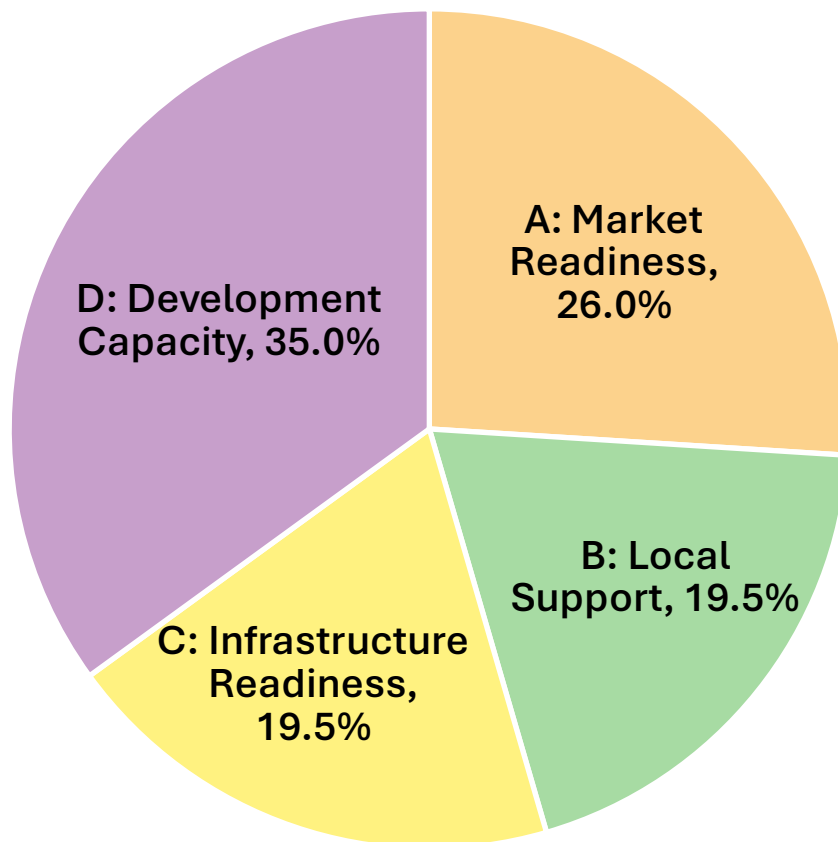
- **Market readiness for TOD:** The status of a jurisdiction’s [Housing Element](#) and its [Prohousing Designation](#) as of September 28, 2023 were included in the project streamlining sub-category.
- **Local support for TOD:** Additional elements were evaluated in the following sub-categories.
 - **Local interest in development:** Nomination of relevant land at stations for MTC’s [Priority Sites](#) pilot program; identification of local funds that could support development on BART property; and, jurisdictional experience with implementing [EIFDs](#).
 - **Transit-Oriented Communities Housing Policy Compliance:** Local jurisdictional compliance with MTC [Resolution 4530](#), the Transit-Oriented Communities Policy, which requires at least 2 locally adopted policies for affordable housing production, preservation, and tenant protection/anti-displacement.

Additionally, community plans that include BART station land were valued higher than recent public outreach.

- **Infrastructure readiness:** This category added the consideration of the extent to which jurisdictions would consider and engage in parking solutions for BART riders on-street and in municipal facilities when development is contemplated on BART’s surface lots, as well as for other investments needed to maintain and expand multi-modal customer station access.
- **Development capacity:** Development capacity was used as a prioritization category to prioritize the station area by analyzing the developable acreage and residential dwelling unit equivalency. While the *2020 TOD Work Plan* included a summary of development capacity, the results were used qualitatively rather than quantitatively. The decision to quantify and use this as a prioritization category was to use BART staff resources most efficiently.

The result of including development capacity in the scoring leads to the weights for each prioritization category as shown in Figure 2.

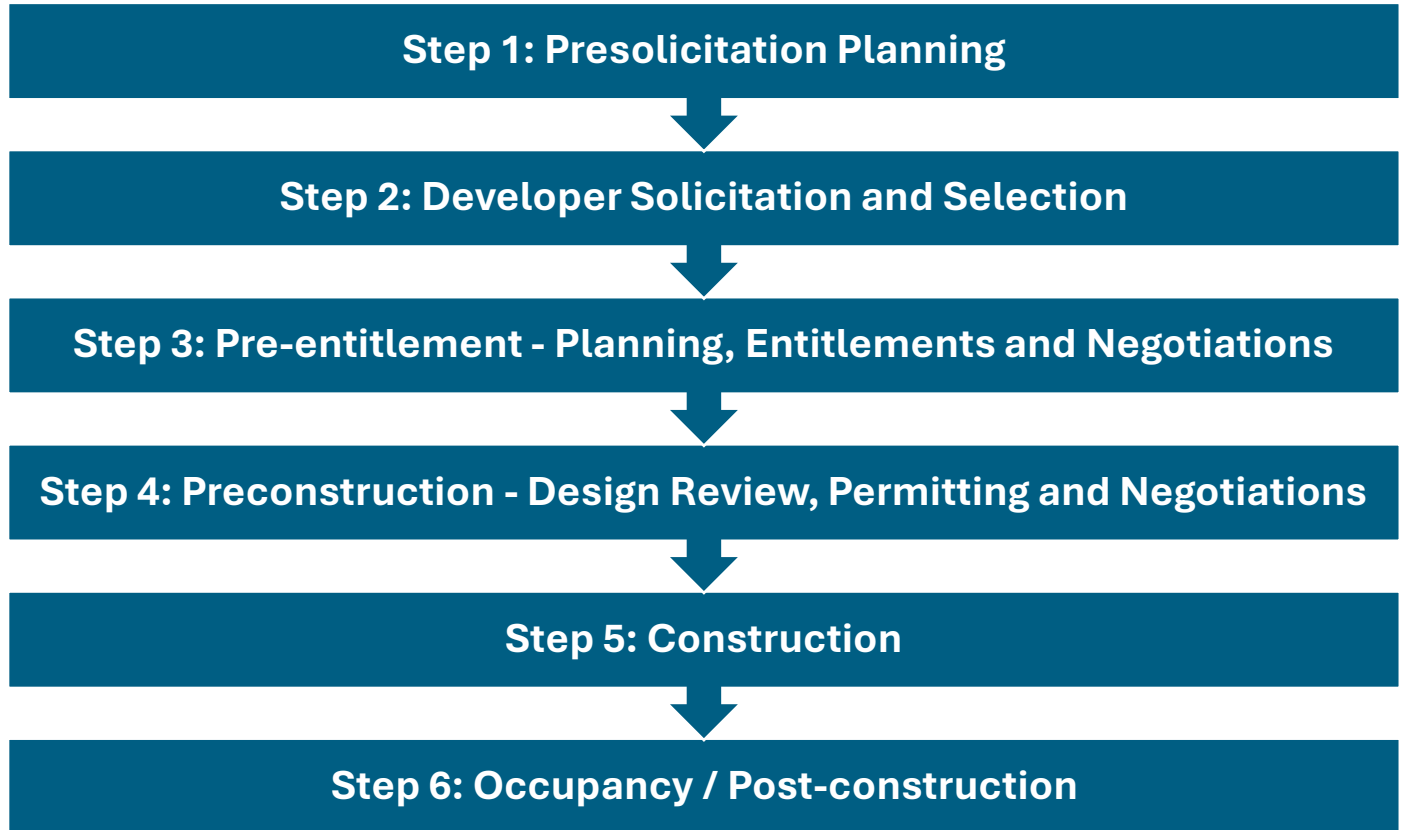
Figure 2: Prioritization Category Weights



4. BART's Joint Development Process

Developing property in an operating transit environment has unique requirements. BART staff actively support all steps of the development process from early presolicitation planning through post-construction in a six-step process, as shown in Figure 3. These steps are described in detail in Appendix A.

Figure 3: BART's Six Step Joint Development Process



This Work Plan is focused on which sites BART would move a TOD project into **Step 2: Developer Solicitation and Selection**. Typically, this entails collaborating closely with local jurisdictions to prepare a developer solicitation in the form of a Request for Qualifications and/or Request for Proposals (RFQ/ RFP), rating the responses, and then selecting a development team.

Step 1: Presolicitation Planning is a formal collaboration between BART and local jurisdictions to bring a TOD project to Step 2: Developer Solicitation. However, there may be efforts that precede or are concurrent with Step 1, some of which may be led by BART (i.e., corridor-wide access plans) and others may be led by local jurisdictions (i.e., zoning or community visioning). TOD project partnerships are often formed during these efforts such that BART serves as a stakeholder local jurisdictional planning and vice-versa.

BART staff will continue to engage with local jurisdictions on planning processes such as specific plans, community plans, access plans, etc., regardless of the status of the site in the TOD Work Plan. Such planning efforts are critical for preparing a site for future development and may advance the site in future TOD Work Plan updates.

BART staff actively engage in city- or county-led BART station-area planning efforts regardless of the TOD work plan's priorities. Some examples include:

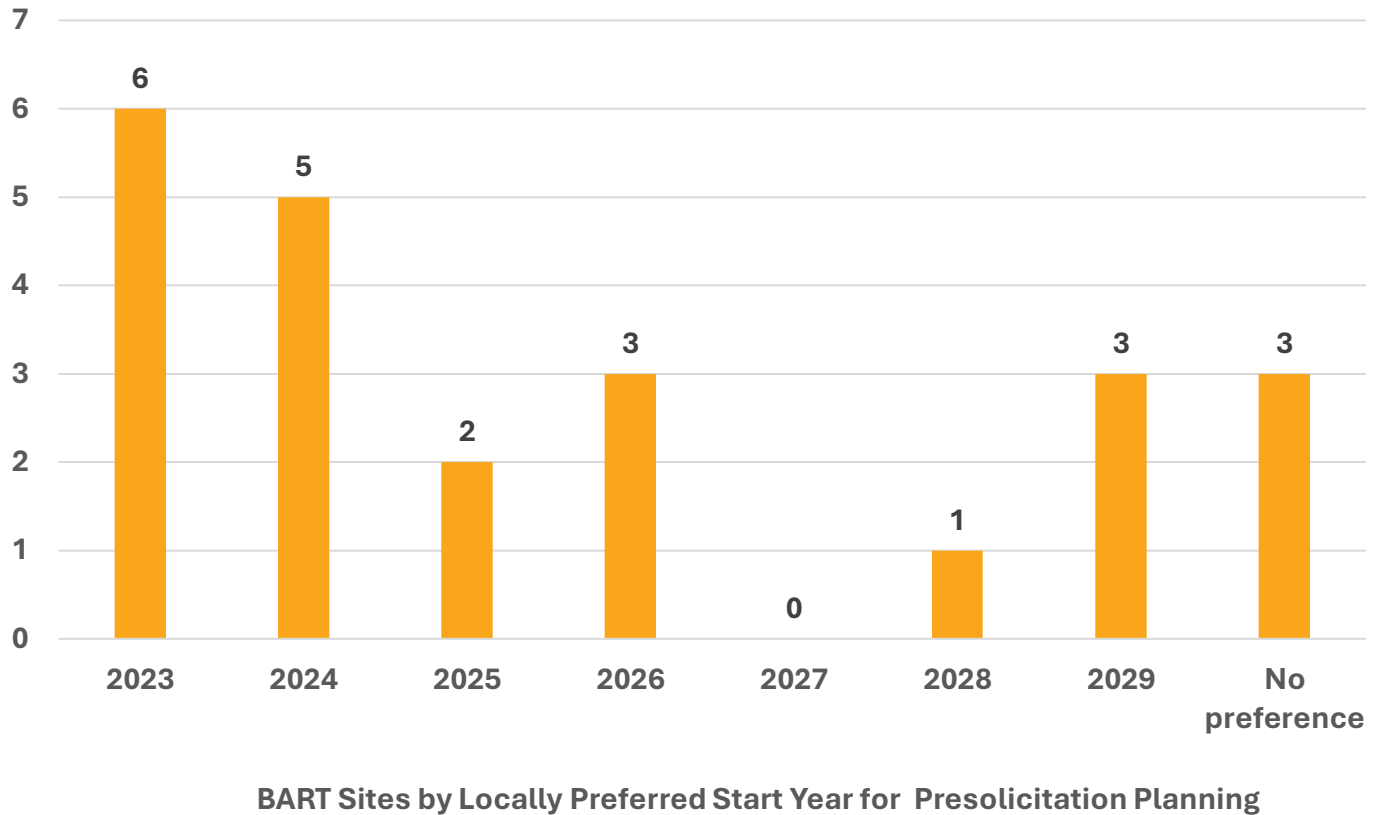
- **Orinda BART:** Orinda's Priority Development Area grant from MTC
- **Bay Fair BART:** San Leandro's Priority Development Area grant from MTC
- **Lafayette BART:** Lafayette's Local Parking Management grant from MTC

*BART staff are also monitoring Concord's Community Reuse Project and Specific Plan for the former Naval Weapons Station, a major redevelopment effort adjacent to the **North Concord BART station.***

5. Local Preferences for TOD

Figure 4 summarizes local preference for each BART site, as stated by jurisdictional staff, about timing to formally start **Step 1: Presolicitation Planning** to get to **Step 2: Developer Solicitation and Selection** in BART's TOD process.

Figure 4: Jurisdictional Preference for Presolicitation Planning

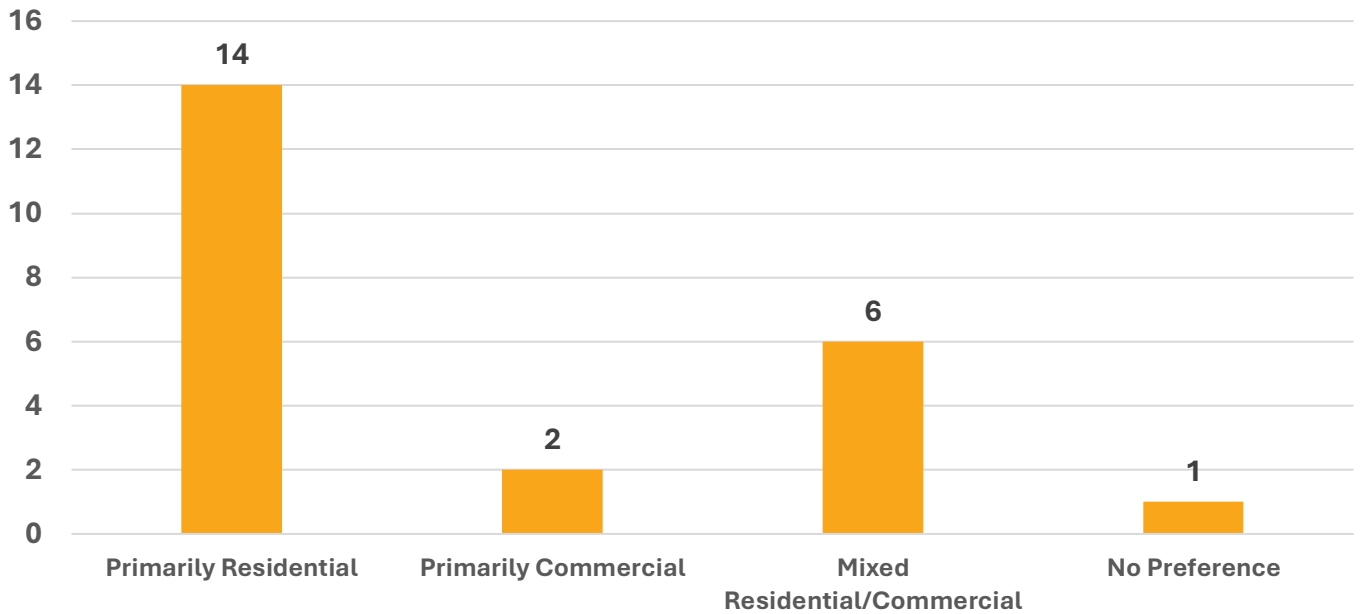


Source: TOD Work Plan Update survey and follow up meetings with jurisdictional staff, 2023-2024

Note: Bay Fair station area counted twice because San Leandro indicated a different year than Alameda County for parcels under their respective jurisdictions.

Figure 5 summarizes stated local preference by jurisdictional staff for the primary land use they propose to see for BART’s TOD.

Figure 5: Jurisdictional Preference for Primary Land Use



BART Sites by Locally Preferred Land Use

Source: TOD Work Plan Update survey and follow up meetings with jurisdictional staff, 2023-2024

Note: Bay Fair station area counted twice because San Leandro indicated a different primary land use preference than Alameda County for parcels under their respective jurisdictions.

The 2020 TOD Work Plan determined that BART would reserve some sites for job-generating uses. BART is in the process of conducting its *A-Line Jobs Attraction Study*, which will be completed in fiscal year 2025, and will provide analysis of commercial development potential for all stations between Lake Merritt and Warm Springs/ South Fremont. Given the changing market, BART will use the results from this study to identify sites it will prioritize for job-generating uses along that line. The study may also reveal characteristics of suitable sites for job-generating uses that can be applied elsewhere in the BART District. This information, along with evolution in the shifting office market, will be reflected in the next TOD Work Plan update.

The 2020 TOD Work Plan also determined that BART would prioritize some sites for high levels of affordable housing. Those remain unchanged: Balboa Park (project completed in 2023), North Berkeley (in the current pipeline), Ashby (in presolicitation planning), Glen Park, Lafayette, MacArthur, and Rockridge stations.



6. BART's Development Priorities

BART's updated development timeframes are shown in Table 2: BART's Timeframe to Advance to Developer Solicitation (RFQ/RFP). It summarizes the status of stations in relation to Step 2: Developer Solicitation and Selection. Within each timeframe, stations are listed in alphabetical order. The current pipeline shows projects that have already gone through the developer solicitation process and have development teams selected. The remaining timeframes of near-term (2024-2028), mid-term (2029-2033), and long-term (2034 or later) indicate when BART expects to advance projects to RFQ/ RFP and developer selection. The number and timing of projects are based on BART's current staffing levels, which enable advancing about one to two new TOD projects each year.

In assessing station sites for TOD, BART assumed that staff of localities will engage robustly and align priorities with BART to ensure TODs advance smoothly and rapidly, making efficient use of BART's staffing and resources. These development priorities are based on information gathered and data analyzed at a point in time. Priorities may shift as realities that affect development potential at each station become clearer. BART expects to update the TOD Work Plan in another four years' time.

Table 2: BART's Timeframe to Advance to Developer Solicitation (RFQ/RFP)

Timeframe	Strategy	Stations (Project Phase or Description) ¹	
Current Pipeline (Post RFQ/ RFP)	Advance TOD projects already underway: BART has eight high-profile projects that have a development team already selected. Staff will focus time on completing them to help meet its 2040 performance targets.	El Cerrito Plaza	Richmond (Phase 2)
		Lake Merritt (Blocks 1-2)	Walnut Creek (Phase 3)
		North Berkeley	West Dublin/ Pleasanton (Phase 3)
		Pleasant Hill/ Contra Costa Centre (Block D)	West Oakland (Phase 1)
Near-term (Advance to RFQ/ RFP in 2024-2028 timeframe)	Deliver TOD projects that fulfill BART's performance targets. Building more homes is needed to meet BART's 2040 performance targets for affordable and market-rate housing. BART will consider opportunities for projects that promote ridership and fulfill its performance targets for commercial square feet.	Ashby (Phase 2)	Fremont
		Bay Fair	Hayward (Phase 2)
		El Cerrito del Norte	
Mid-term (Advance to RFQ/ RFP in 2029-2033 timeframe)	Support jurisdictions as they engage in presolicitation efforts. These station sites currently have some implementation, local support, and/or market barriers, but may be ready for housing and/or commercial development in the mid-term.	Coliseum (Phase 2)	Pittsburg/ Bay Point
		Concord (Phase 1- Monument)	South Hayward (Phase 2)
		Dublin/ Pleasanton (Phase 2- Pleasanton)	Union City
		Lafayette	Warm Springs/ South Fremont

Timeframe	Strategy	Stations (Project Phase or Description) ¹	
Long-term (Potential to advance to RFQ/ RFP 2034 or later)	Work with jurisdictions on their development strategy. Local staff indicated interest in developer solicitation and selection at BART sites before 2034, but significant market, local support, and/or implementation barriers must be overcome before BART can pursue development. Some parcels may be appropriate for assembly in developments initiated by a party other than BART.	Castro Valley (Phase 2)	Orinda ²
		Daly City (San Francisco & Daly City parcels)	Pittsburg Center
		Fruitvale (Phase 3-Derby lot)	Rockridge
		Glen Park	South San Francisco
		North Concord	
	Assess implementation, local support, and market barriers in the future. These station sites represent areas with significant market, local support, and/or implementation barriers. BART will revisit conditions for development at these sites in the next TOD Work Plan update. Some parcels may be appropriate for assembly in developments initiated by a party other than BART.	12th St/ Oakland City Center	Lake Merritt (Block 3-isolated parcel)
		19th St/ Oakland	MacArthur (Phase 4-west of SR-24)
		Antioch	Richmond (Phase 3-bus intermodal)
		Concord (Phase 2-parking lots)	San Leandro (Phase 3-parking lots)
		Dublin/ Pleasanton (Phase 3-Dublin)	West Oakland (Phase 2-isolated parcel)
		Fruitvale (Phase 4-bus intermodal)	

¹ Listed in alphabetical order within each timeframe, not in order of priority

² BART operates and maintains rider parking but does not own the land

As discussed above, BART will engage in locally initiated planning efforts that ready sites for future development in advance of the timeframes shown in Table 2. Table 3, Table 4, and Table 5 detail the actions needed and considerations for TOD projects prioritized for near-term, mid-term, and long-term implementation, respectively. The stations and timeline for initiating **Step 2: Developer Solicitation and Selection** indicated in these exhibits were identified by cities and counties as BART TOD projects they would like to advance within the next 10 years. As indicated previously, priorities may shift as realities that affect development potential at each station become clearer.

Additionally, agencies other than BART may initiate projects on BART-owned or and/or operated land. Examples include city-led redevelopment projects that may include BART-owned land as a portion or an agency repurposing land they own that is currently being used for BART rider parking for development. It is important to note that the Valley Transportation Authority owns and operates BART station areas in Santa Clara County for which they have their own TOD priorities. The San Mateo County Transit District (SamTrans) owns land where BART riders park near the Colma and South San Francisco BART stations.

Table 3: Near-Term TOD Projects (2024-2028) with Actions Needed and Considerations

Station (Project Phase)	Actions Needed or Considerations for Advancing to Step 2: Developer Solicitation and Selection (RFQ/ RFP)
Ashby (Phase 2)	<p>Berkeley: Draft Objective Design Standards to inform developer solicitation.</p> <p>BART-Berkeley: Collaborate to resolve air rights for the western lot.</p>
Bay Fair	<p>Alameda County: Permanently rezone BART land per BART's 2017 TOD Guidelines and to fully conform with AB 2923.</p> <p>San Leandro-Alameda County: Coordinate with property owners to provide additional flood control channel crossings for pedestrians and cyclists.</p> <p>Alameda County-San Leandro: Facilitate and/or implement solutions to manage or accommodate BART rider parking demand to enhance the feasibility of BART's TOD.</p> <p>BART: Coordinate with Union Pacific Railroad to develop solutions that remove barriers to access.</p> <p>Alameda CTC-BART-San Leandro-Alameda County: Collaborate to design and implement the East Bay Greenway so that it maintains and/or enhances the feasibility of BART's TOD.</p> <p>BART-San Leandro-Alameda County-Bus & Shuttle Operators: Collaborate to conceptualize solutions to the bus intermodal facility currently located on-site to enhance the feasibility of BART's TOD.</p> <p>BART: Determine how development potential might be affected by service changes envisioned in <i>BART Metro: 2030 and Beyond</i> summary report.</p> <p>Note: Ensure two-way bicycle and scooter connections to faregates throughout BART site if and when reconfigured.</p>
El Cerrito del Norte	<p>El Cerrito: Facilitate and/or implement solutions to manage or accommodate BART rider parking demand that enhance feasibility of BART's TOD.</p> <p>El Cerrito-BART-Bus & Shuttle Operators: Collaborate to conceptualize solutions to the bus intermodal facility currently located on-site to enhance the feasibility of BART's TOD.</p> <p>Note: No underground facilities possible due to high water table.</p> <p>Note: City does not expect in BART rider replacement of surface parking lots (existing BART garage on-site), but replacement decision will need to consider communities in the larger station catchment area to the north.</p> <p>Note: Permanent BART Police substation needed for Richmond-line stations.</p>
Fremont	<p>Fremont: Nominate BART site for MTC's Priority Sites Program or other regional programs that position it for key funding eligibility.</p> <p>Fremont: Facilitate and/or implement solutions to manage or accommodate BART rider parking demand that enhance feasibility of BART's TOD.</p> <p>Fremont-BART-Bus & Shuttle Operators: Collaborate to conceptualize solutions to the bus intermodal facility currently located on-site to enhance the feasibility of BART's TOD.</p> <p>Note: City is willing to have more units than identified in Housing Element.</p> <p>Note: Parking demand at this station has changed due to Warm Springs and Berryessa extensions.</p> <p>Note: Alquist-Priolo Earthquake Fault Zoning Act may affect development potential.</p>
Hayward (Phase 2)	<p>Hayward-BART: Identify desired land use mix that is feasible, supports BART ridership, and meets city goals.</p> <p>Alameda CTC-BART-Hayward: Collaborate to design and implement the East Bay Greenway so that it maintains and/or enhances the feasibility of BART's TOD.</p> <p>Hayward-BART-Bus & Shuttle Operators: Collaborate to conceptualize solutions to the bus intermodal facility currently located on-site to enhance the feasibility of BART's TOD.</p> <p>Note: City does not expect in BART rider replacement parking due to existing BART garage on-site.</p> <p>Note: City has expressed interest in mixed-use, with active commercial ground-floor uses; potential to interface with uses related to higher education.</p>

Note: Listed in alphabetical order, not in order of priority



Table 4: Mid-Term TOD Projects (2029-2033) with Actions Needed and Considerations

Station (Project Phase)	Actions Needed or Considerations for Advancing to Step 2: Developer Solicitation and Selection (RFQ/ RFP)
Coliseum (Phase 2)	<p>Oakland: Identify local funding for affordable housing.</p> <p>Oakland: Identify viable retail and service uses for inclusion in future development.</p> <p>Oakland: Develop economically feasible strategy for redevelopment of adjacent Coliseum Stadium and Arena complex.</p> <p>Oakland: Facilitate and/or implement solutions to manage or accommodate BART rider parking demand that enhance the feasibility of BART's TOD.</p> <p>Oakland-BART: Resolve ownership of vacated roads between parcels.</p> <p>Alameda CTC-BART-Oakland: Collaborate to design and implement the East Bay Greenway so that it maintains and enhances the feasibility of BART's TOD.</p>
Concord (Phase 1- Monument)	<p>Concord: Coordinate with Contra Costa County's Flood Control and Water Conservation District to identify channel crossing opportunities within site.</p> <p>Concord: Lead a station area community plan (specific, precise, area, or master plan) that prepares the site for development.</p> <p>Concord-BART: Coordinate with PG&E to address utility poles and wires along San Miguel Rd.</p> <p>Note: No existing BART rider parking on-site, and none is needed.</p> <p>Note: Alquist-Priolo Earthquake Fault Zoning Act may affect development potential.</p>
Dublin/ Pleasanton (Phase 2- Pleasanton)	<p>Pleasanton: Lead a station area community plan (specific, precise, area, or master plan) that prepares the site for development.</p> <p>Pleasanton: Facilitate and/or implement solutions to manage or accommodate BART rider parking demand to enhance the feasibility of BART's TOD.</p> <p>Pleasanton: Coordinate with the Alameda County Flood Control District to provide additional channel crossings for pedestrians and cyclists.</p> <p>BART-Pleasanton-Bus & Shuttle Operators: Collaborate on implementing the Iron Horse Trail project that will improve walking and biking access and will relocate the bus intermodal to the east side.</p> <p>BART-Pleasanton: Coordinate with the Tri-Valley/San Joaquin Valley Regional Rail Authority to identify needs for the future Valley Link Project and their impact on the feasibility of BART's TOD with consideration of Alameda County's new 500+ space commuter parking garage set to open summer 2024 in Dublin.</p>
Lafayette	<p>Lafayette: Lead a station area community plan (specific, precise, area, or master plan) that prepares the site for development.</p> <p>Lafayette: Facilitate and/or implement solutions to manage or accommodate BART rider parking demand that enhance the feasibility of BART's TOD.</p> <p>Lafayette-BART-Bus & Shuttle Operators: Collaborate to conceptualize solutions to the bus intermodal facility currently located on-site to enhance the feasibility of BART's TOD.</p> <p>Lafayette: Permanently rezone BART land per BART's 2017 TOD Guidelines and to fully conform with AB 2923.</p> <p>BART: Determine termination value for parking lot solar panels if TOD is implemented in 2038 or earlier and consider including zero-emission energy generation options within the TOD.</p> <p>Note: City intends to include BART station land in the 2032-2040 Housing Element sites inventory.</p>

Station (Project Phase)	Actions Needed or Considerations for Advancing to Step 2: Developer Solicitation and Selection (RFQ/ RFP)
Pittsburg/ Bay Point	<p>Pittsburg: Permanently rezone BART land per BART's 2017 TOD Guidelines and to fully conform with AB 2923.</p> <p>Pittsburg: Facilitate and/or implement solutions to manage or accommodate BART rider parking demand to enhance the feasibility of BART's TOD.</p> <p>Pittsburg-BART-Bus & Shuttle Operators: Collaborate to conceptualize solutions to the bus intermodal facility currently located on-site to enhance the feasibility of BART's TOD.</p>
South Hayward (Phase 2)	<p>Hayward: Facilitate and/or implement solutions to manage or accommodate BART rider parking demand to enhance the feasibility of BART's TOD.</p> <p>Hayward-BART-Bus & Shuttle Operators: Collaborate to conceptualize solutions to the bus intermodal facility currently located on-site to enhance the feasibility of BART's TOD.</p> <p>Hayward: Work with Union Pacific Railroad to improve east-west walking and biking connections to the BART station.</p> <p>Alameda CTC-BART-Hayward: Collaborate to design and implement the East Bay Greenway so that it maintains and/or enhances the feasibility of BART's TOD.</p> <p>Note: Community has expressed interest in a grocery store in the station area.</p>
Union City	<p>Union City: Facilitate and/or implement solutions to manage or accommodate BART rider parking demand to enhance the feasibility of BART's TOD.</p> <p>Union City-BART-Bus & Shuttle Operators: Collaborate to conceptualize solutions to the bus intermodal facility currently located on-site to enhance the feasibility of BART's TOD.</p> <p>Note: City has stated an interest in office, but market would need to strengthen before pursuing office development.</p> <p>Note: City intends to develop their public lots near the station that have served as BART overflow parking in the past.</p>
Warm Springs/ South Fremont	<p>Fremont: Nominate BART site for MTC's Priority Sites Program or other regional programs that position it for key funding eligibility.</p> <p>Fremont: Facilitate and/or implement solutions to manage or accommodate BART rider parking demand to enhance the feasibility of BART's TOD.</p> <p>Fremont-BART-Bus & Shuttle Operators: Collaborate to conceptualize solutions to the bus intermodal facility currently located on-site to enhance the feasibility of BART's TOD.</p> <p>Fremont-BART: Collaborate to determine the mix and types of uses that support transit while serving the local community.</p> <p>BART: Determine termination value for parking lot solar panels if TOD is implemented in 2037 or earlier and consider including zero-emission energy generation options within the TOD.</p> <p>Note: Hayward Fault may affect development potential.</p> <p>Note: City prefers commercial but is open to housing.</p>

Note: Listed in alphabetical order, not in order of priority

Table 5: Long-Term TOD Projects (2034 and Beyond) with Actions Needed and Considerations

Station (Project Phase)	Actions Needed or Considerations for Advancing to Step 2: Developer Solicitation and Selection (RFQ/ RFP)
Castro Valley (Phase 2)	<p>Alameda County: Permanently rezone BART land per BART's 2017 TOD Guidelines and to fully conform with AB 2923.</p> <p>Alameda County: Facilitate and/or implement solutions to manage or accommodate BART rider parking demand to enhance the feasibility of BART's TOD.</p> <p>Alameda County: Align local policies with MTC's Transit-Oriented Communities policies for housing.</p> <p>Alameda County-BART-Bus & Shuttle Operators: Collaborate to conceptualize solutions to the bus intermodal facility currently located on-site to enhance the feasibility of BART's TOD.</p>
Daly City	<p>Daly City: Collaborate with San Francisco to lead a station area community plan (specific, precise, area, or master plan) that prepares the site for development.</p> <p>Daly City: Facilitate and/or implement solutions to manage or accommodate BART rider parking demand to enhance the feasibility of BART's TOD.</p> <p>Daly City: Facilitate and/or implement solutions to the San Francisco Public Utilities Commission's infrastructure on-site that serve as a barrier to BART's TOD.</p> <p>Daly City: Lead talks with San Francisco to coordinate zoning and environmental clearance efforts for the western parcels, which are in the jurisdiction of both cities.</p> <p>Daly City: Permanently rezone BART land per BART's 2017 TOD Guidelines.</p> <p>San Francisco: Permanently rezone BART land per BART's 2017 TOD Guidelines and to fully conform with AB 2923.</p> <p>BART-Daly City-Bus & Shuttle Operators: Collaborate to conceptualize solutions to the bus intermodal facility currently on-site to enhance the feasibility of BART's TOD.</p> <p>Daly City: Align local policies with MTC's Transit-Oriented Communities policies for housing.</p>
Fruitvale (Phase 3- Derby)	<p>Oakland: Identify local funding for affordable housing.</p> <p>Oakland: Lead a community plan (specific, precise, area, or master plan) that prepares site for development.</p> <p>Alameda CTC-BART-Oakland: Collaborate to design and implement the East Bay Greenway so that it maintains and enhances the feasibility of BART's TOD.</p> <p>County of Alameda-Oakland-City of Alameda: Work with the US Army Corps of Engineers to address walking and biking gaps on the Miller Sweeney Bridge (Fruitvale Avenue) that connect to improvements being implemented by the city of Alameda's Clement Avenue/ Tilden Way and the city of Oakland's Fruitvale Alive projects.</p>
Glen Park	<p>San Francisco-BART: Collaborate to work with the San Francisco Public Utilities Commission on their easement and site development potential.</p> <p>BART: Determine development feasibility given rail zone of influence and existing easements.</p> <p>San Francisco: Lead a community process to prepare site for development, if determined feasible by BART.</p> <p>Note: City does not expect BART rider replacement parking on-site due to the parcel sizes and low number of spaces.</p>

Station (Project Phase)	Actions Needed or Considerations for Advancing to Step 2: Developer Solicitation and Selection (RFQ/ RFP)
North Concord	<p>Concord: Finalize master developer negotiations for the former Naval Weapons Station.</p> <p>Concord-BART: Include BART developable land in the Specific Plan process to maintain or enhance the feasibility of BART's TOD.</p> <p>Concord: Facilitate and/or implement solutions to manage or accommodate BART rider parking demand to enhance the feasibility of BART's TOD.</p> <p>Concord: Permanently rezone BART land per BART's 2017 TOD Guidelines and to fully conform with AB 2923.</p> <p>Concord-BART: Collaborate to develop a plan, cost estimates, potential funding mechanisms and timing for infrastructure delivery serving BART's TOD.</p> <p>Concord-BART-Bus & Shuttle Operators: Collaborate to conceptualize solutions to the bus intermodal facility currently located on-site to enhance the feasibility of BART's TOD.</p>
Orinda	<p>Orinda: Lead a station area community plan (specific, precise, area, or master plan) that prepares the site for development.</p> <p>Orinda: Facilitate and/or implement solutions to manage or accommodate BART rider parking demand to enhance the feasibility of BART's TOD.</p> <p>Orinda: Permanently rezone BART land per BART's 2017 TOD Guidelines.</p> <p>Orinda: Align local policies with MTC's Transit-Oriented Communities policies for housing.</p> <p>Orinda-BART: Work with Caltrans (land owner) and PG&E (high-voltage transmission lines on-site) to facilitate and/or implement solutions that address physical and institutional barriers to enable BART's TOD.</p> <p>Orinda-BART-Bus & Shuttle Operators: Collaborate to conceptualize solutions to the bus intermodal facility currently located on-site to enhance the feasibility of BART's TOD.</p> <p>Note: City intends to include BART station land in the 2032-2040 Housing Element sites inventory.</p> <p>Note: Land is owned by Caltrans and operated by BART through a joint use maintenance agreement.</p>
Pittsburg Center	<p>Pittsburg: Permanently rezone BART land per BART's 2017 TOD Guidelines and to fully conform with AB 2923.</p> <p>Pittsburg: Facilitate and/or implement solutions to manage or accommodate BART rider parking demand to enhance the feasibility of BART's TOD.</p> <p>Pittsburg-BART: Collaborate on opportunities for land assembly to maintain and enhance the feasibility of BART's TOD.</p> <p>Pittsburg-BART-Bus & Shuttle Operators: Collaborate on opportunities to relocate or reconfigure the bus stop currently located on-site to enhance the feasibility of BART's TOD.</p> <p>Note: City does not expect BART rider replacement parking on-site due to the parcel sizes and low number of spaces.</p>
Rockridge	<p>BART: Determine development feasibility given rail zone of influence, existing easements, local regulatory requirements, and underground creek location.</p> <p>Oakland: Lead a station area community plan (specific, precise, area, or master plan) that prepares the site for development.</p> <p>Oakland: Update Housing Overlay regulations to comply with zoning for the site.</p> <p>Oakland: Identify local funding for affordable housing.</p> <p>Note: City does not expect BART rider replacement parking on-site as most existing spaces would be unaffected by development.</p>

Station (Project Phase)	Actions Needed or Considerations for Advancing to Step 2: Developer Solicitation and Selection (RFQ/ RFP)
South San Francisco	<p>South San Francisco: Lead a station area community plan (specific, precise, area, or master plan) that prepares the site for development.</p> <p>South San Francisco: Facilitate and/or implement solutions to manage or accommodate BART rider parking demand to enhance the feasibility of BART's TOD.</p> <p>South San Francisco: Nominate the BART site to MTC for its Priority Sites Program or other regional programs that position it for key funding eligibility.</p> <p>South San Francisco: Facilitate and/or implement solutions to existing PG&E high-voltage transmission lines on-site that serve as a barrier to BART's TOD.</p> <p>South San Francisco-BART-Bus & Shuttle Operators: Collaborate to conceptualize solutions to the bus intermodal facility currently located on-site to enhance the feasibility of BART's TOD.</p>

Note: Listed in alphabetical order, not in order of priority

Table 6 shows stations and their phases that were not identified by local jurisdictions as TODs they prioritize for development within the next 10 years. However, BART is maintaining these parcels as potential TOD projects and may assess their development potential in the next TOD Work Plan.

Table 6: Long-Term TOD Projects (2034 and Beyond) for Other Stations and Phases 1

Station (Project Phase or Description) ¹	
12th Street/ Oakland City Center (parcel near 4th St & Washington St)	Lake Merritt (Phase 2-isolated parcel)
19th Street/ Oakland (parcel near W Grand Ave & Telegraph Ave)	MacArthur (Phase 4-west of SR-24)
Antioch	Richmond (Phase 3-bus intermodal)
Concord (Phase 2-parking lots)	San Leandro (Phase 3-parking lots)
Dublin/Pleasanton (Phase 3-Dublin)	West Oakland (Phase 2-isolated parcel)
Fruitvale (Phase 4-Bus intermodal)	

¹ No local preference indicated for presolicitation to begin within next ten years

Appendix B shows future TOD projects the 2024 TOD Work Plan Update compared to its developer solicitation timeline in the 2020 TOD Work Plan.

Appendix A: BART's Six Step Joint Development Process

Step 1: Presolicitation Planning

- Work with jurisdiction(s) and community to set site goals and objectives, including affordable housing, neighborhood-serving uses, and other similar requirements.
- Understand the real estate market dynamics.
- Consider BART and customer needs.

Step 2: Developer Solicitation and Selection

- Run a competitive process to select a site developer, making room for BART priorities such as affordable housing, small business, and labor practices.
- Ensure developer is a good fit with the goals and objectives of the site.

Step 3: Pre-entitlement – Planning, Entitlements and Negotiations

- Work with developer on community engagement plan.
- Identify design parameters for developer to ensure BART operations and safety are not compromised.
- Review early development concepts to ensure project meets community-vetted goals and objectives.
- Complete initial work to identify access investments.
- Support developer in securing entitlements and grants.
- Negotiate deal terms and execute all agreements conferring development rights to the property.

Step 4: Preconstruction – Design Review, Permitting and Negotiations

- Review design documents at all stages and ensure there are not operational, structural, or safety hazards affecting BART operations.
- Work with developer on a construction phasing plan that ensures the station is fully operational as the project gets built.
- Coordinate with the jurisdiction's building departments to set up construction oversight and public safety needs.

Step 5: Construction

- Communicate with BART passengers about construction impacts from TOD.
- Ensure adequate signage and wayfinding is in place to create more seamless passenger experiences.
- Coordinate with jurisdiction(s) on construction oversight to minimize impacts to passengers.

Step 6: Occupancy/ Post-construction

- Ongoing implementation and monitoring of real estate agreements.
- Ensure TOD design works as planned for BART and BART passengers.

Appendix B: Development Timeframe Comparison

Station (Phase or description)	2020 Work Plan		2024 Update		Timeline Change	Notes
	Timeframe	Years	Timeframe	Years		
Ashby (Ph 2)	Near-term	2020-2025	Near-term	2024-2028	None	
Bay Fair	Mid-term	2025-2030	Near-term	2024-2028	Progressed	
El Cerrito del Norte	Mid-term	2025-2030	Near-term	2024-2028	Progressed	
Fremont	Long-term	Beyond 2030	Near-term	2024-2028	Progressed	
Hayward	Near-term	2020-2025	Near-term	2024-2028	None	
Coliseum (Ph 2)	Mid-term	2025-2030	Mid-term	2029-2033	None	
Concord (Ph 1: Monument)	Mid-term	2025-2030	Mid-term	2029-2033	None	
Dublin/Pleasanton (Ph 2: Pleasanton)	Mid-term	2025-2030	Mid-term	2029-2033	None	
Lafayette	Long-term	Beyond 2030	Mid-term	2029-2032	Progressed	
Pittsburg/ Bay Point	Mid-term	2025-2030	Mid-term	2029-2033	None	Development barriers due to parking infrastructure and zoning
South Hayward (Ph 2)	Mid-term	2025-2030	Mid-term	2029-2033	None	
Union City	Mid-term	2025-2030	Mid-term	2029-2033	None	
Warm Springs/ South Fremont	Near-term	2020-2025	Mid-term	2029-2033	Fallen back	Local preference for industrial uses may not align with uses that support transit ridership
12th St/ Oakland City Center (APN 001-0131-008-01)	Long-term	Beyond 2030	Long-term	2034 or later	None	No local agency interest expressed for presolicitation planning to begin within next 10 years
19th St/ Oakland (APN 008-0660-052-03)	Mid-term	2025-2030	Long-term	2034 or later	Fallen back	No local agency interest expressed for presolicitation planning to begin within next 10 years
Antioch	Long-term	Beyond 2030	Long-term	2034 or later	None	No local agency interest expressed for presolicitation planning to begin within next 10 years
Castro Valley (Ph 2)	Mid-term	2025-2030	Long-term	2034 or later	Fallen back	Development barriers due to parking infrastructure and zoning
Concord (Ph 2: Parking lots)	Mid-term	2025-2030	Long-term	2034 or later	Fallen back	No local agency interest expressed for presolicitation planning to begin within next 10 years
Daly City (SF and Daly City parcels)	Long-term	Beyond 2030	Long-term	2034 or later	None	
Dublin/Pleasanton (Ph 3: Dublin)	Mid-term	2025-2030	Long-term	2034 or later	Fallen back	No local agency interest expressed for presolicitation planning to begin within next 10 years

Station (Phase or description)	2020 Work Plan		2024 Update		Timeline Change	Notes
	Timeframe	Years	Timeframe	Years		
Fruitvale (Ph 3: Derby)	Mid-term	2025-2030	Long-term	2034 or later	Fallen back	Development barriers due to lack of community plan and affordable housing funding.
Fruitvale (Ph 4: Bus intermodal)	Mid-term	2025-2030	Long-term	2034 or later	Fallen back	No local agency interest expressed for presolicitation planning to begin within next 10 years
Glen Park	Mid-term	2025-2030	Long-term	2034 or later	Fallen back	Barriers due development capacity, easements, and financial feasibility
Lake Merritt (APN 001-0167-003-00)	Long-term	N/A	Long-term	2034 or later	None	No local agency interest expressed for presolicitation planning to begin within next 10 years
MacArthur (Ph 4: Parcels west of SR-24)	Near-term	2020-2025	Long-term	2034 or later	Fallen back	No local agency interest expressed for presolicitation planning to begin within next 10 years
North Concord	Current pipeline	Before 2020	Long-term	2034 or later	Fallen back	Lack of infrastructure to serve TOD and delay in master planning
Orinda	Mid-term	2025-2030	Long-term	2034 or later	Fallen back	Development barriers due to property ownership (Caltrans) and utilities (PG&E)
Pittsburg Center	Mid-term	2025-2030	Long-term	2034 or later	Fallen back	Barriers due to zoning and development capacity
Richmond (Ph 3: Bus intermodal)	Long-term	Beyond 2030	Long-term	2034 or later	None	No local agency interest expressed for presolicitation planning to begin within next 10 years
Rockridge	Near-term	2020-2025	Long-term	2034 or later	Fallen back	Barriers due to development capacity and easements
San Leandro (Ph 3: Parking lots)	Mid-term	2025-2030	Long-term	2034 or later	Fallen back	No local agency interest expressed for presolicitation planning to begin within next 10 years
South San Francisco	Long-term	Beyond 2030	Long-term	2034 or later	None	
West Oakland (APN 004-0073-009-00)	Long-term	N/A	Long-term	2034 or later	None	No local agency interest expressed for presolicitation planning to begin within next 10 years

Introduction

This appendix presents the methodology BART used to evaluate sites for development, along with the results of the evaluation for the *BART Transit-Oriented Development Program Work Plan: 2024 Update* (2024 TOD Work Plan Update). It builds off the methodology and prioritization categories and criteria developed for the *BART Transit-Oriented Development Program Work Plan: Public Draft*, published in 2020 (2020 TOD Work Plan), which were vetted with a variety of stakeholders. It differs from the *2020 TOD Work Plan* in two primary ways:

1. It adds development capacity of potential BART sites as a fourth category to the original three categories of market readiness, local support, and infrastructure readiness. While development capacity had been considered qualitatively in the 2020 TOD Work Plan, including it as a fourth category necessitated reweighting the three original categories.
2. It only evaluated the 22 BART sites that jurisdictional staff identified as local priorities within the next 10 years to advance to developer solicitation for Request for Qualifications and/or Request for Proposals (RFQ/RFP).

The information used in the evaluation comes from a variety of sources, including an online survey completed by jurisdictional staff, BART interviews with local jurisdictions, local planning documents, analysis of market conditions, and publicly available sources.

The evaluation is not intended to be prescriptive; rather, it applies a series of screens to identify locations that are most promising for advancing development. BART used this information to determine which station sites to prioritize for development projects, considering BART TOD performance goals and a variety of other inputs, including availability of funding for needed infrastructure, local development interest, and the ability to meet other BART objectives.

Methodology Overview

BART development sites received scores for each of the four prioritization categories:

- A. Market Readiness
- B. Local Support
- C. Infrastructure Readiness
- D. Development Capacity

Figure C-1 summarizes each category's criteria and their weights for a total possible score of 100. Note that incorporating D. Development Capacity as a category representing 35 points resulted in a relative reduction of points for A. Market Readiness, B. Local Support, and C. Infrastructure Readiness as compared to the 2020 Work Plan.

Figure C-1: Summary of Prioritization Categories and Weight of Each Criterion

Market Readiness		Local Support		Infrastructure Readiness	Development Capacity
TOD market strength 19.500		Local interest in development 4.875	Community plan 4.875	BART rider parking readiness 9.750	Acreage and residential unit equivalence 35.000
		MTC TOC housing policy alignment 4.875	TOD zoning compliance 2.925	Other infrastructure and access readiness 9.750	
Streamlining 3.900	Access 2.600	Recent public outreach 1.950			

Note that a variety of scales (0 to 1; 1 to 5; 0 to 4; etc.) were used to score criteria and their elements depending on the number and stratification of inputs. Each subsection below describes the scoring approach and weighting factors used to assess the strength of each criterion for the evaluated BART sites. The results for Market Readiness, Local Support, and Infrastructure Readiness are summarized as “high”, “medium”, or “low” strengths. The results for Development Capacity are summarized as “very high”, “high”, “medium”, “low”, or “very low” strengths.

A. Market Readiness

(26 maximum points, weighted score)

This score for this category was calculated using three criteria, weighted based on their relative impact on the readiness of a site for TOD development, from a market perspective. The criteria and their subcategories are identified below and described in more detail in every subsection.

- TOD market strength for office and multifamily residential (maximum of 19.5 points, weighted score)
- Access environment that supports TOD (maximum of 2.6 points, weighted score)
- Development streamlining (maximum of 3.9 points, weighted score)

Note that each station site ultimately received two TOD Market Readiness scores – one assuming office development, and one assuming multifamily residential. BART considered either ranking when evaluating how development of a property might help to meet BART’s TOD goals. A summarized ranking of evaluated BART sites for this category is contained at the end of this section.

TOD Market Strength for Office and Multifamily Residential (19.5 maximum points, weighted score)

Criteria to address: Strength of the local real estate market

Approach

Using CoStar data, BART evaluated both office and multifamily market trends in the BART station areas. Based on the results of the analysis, each station site was assigned an Office Market Strength score (1-6) and a Multifamily Residential Market Strength score (1-5).

The scores were developed by BART based on a variety of factors, listed below.

Office Market Strength

Office market strength was scored from 1 to 6, with 6 for areas that were most desirable for office development, and 1 for areas that were least desirable. Input included:

- Per square foot rents in the station area
- Recent office development trends, assessed by building square foot
- Proximity to an educated workforce (bachelor’s degree or higher)
- Proximity to existing job concentrations
- Highway access
- Job density within station area

Table C-1 describes the scoring approach in more detail. The assessed scores were multiplied by 3.25 to produce the weighted scores.

Table C-1: Office Market Strength Score Approach

Score	Score Detail	Description
6	Most desirable	Highest existing job concentrations; greatest access to workforce; highest existing rents; densest and largest scale of recent development.
5	Desirable	Adjacent to "6" areas plus great access to workforce; proximate to a large share of recent development activity; higher-than-average rents.
4	Moderate	May have a mix of the following factors: adjacency to "5" areas; a large office inventory but limited recent development; high rents but little office development; sufficient highway access if suburban; satisfactory access to an educated workforce; moderate market interest from developers and tenants.
3	Possible with catalytic project	Lower-than-average rents, but either satisfactory access to an educated workforce or market interest from select developers, users; also may be more competitive due to BART extension to San Jose.
2	Unlikely	Very low rents in an unproven office market; satisfactory or below-satisfactory access to an educated workforce; somewhat removed from existing and emerging office areas but located along or near I-580 corridor which is better positioned to attract regional jobs.
1	Very unlikely	Site is too small or irregular to accommodate office; far from both established and emerging job concentrations; poor access to an educated workforce; very low rents; location is poorly positioned to attract regional jobs.

Source: CoStar (2023) together with the 2020 TOD Work Plan analysis that used LEHD OnTheMap, 2017; ACS 5-year Estimates, 2013-2017

Multifamily Residential Market Strength

Multifamily residential market strength was scored from 1 to 5 based on the expected feasibility of different development types, with 5 for areas where high-rise development was expected to be feasible and 1 for areas where high-rise development was unlikely. Inputs included:

- Per square foot effective rents in the station area
- Recent multifamily development trends, assessed by construction type

Table C-2 describes the scoring approach in more detail. The assessed scores were multiplied by 3.9 to produce the weighted scores.



Table C-2: Multifamily Residential Market Score Summary

Score	Highest Density Multifamily Building Type that is Potentially Feasible
5	High rise (9+ stories)
4	Mid-rise (6-8 stories)
3	Low-rise (4-5 stories)
2	Townhomes (up to 3 stories)
1	Multifamily development at any scale is unlikely to occur

Source: CoStar, 2023

Results for TOD Market Strength

Analysis was conducted for the 22 BART sites that jurisdictional staff identified as local priorities for advancement to developer solicitation within the next 10 years. The analysis resulted in two sets of TOD Market Strengths, one for office and one for multifamily residential (Table C-3 and Table C-4, respectively) that rated each station site as high, medium, or low strength for this criterion. It is important to note that BART may choose to prioritize sites for 100% affordable housing, which would be less dependent upon local market conditions.

Table C-3: TOD Market Readiness – Office Market Results

Station Site	Office Market Strength
Ashby	High
Daly City	High
Dublin/ Pleasanton	High
Rockridge	High
South San Francisco	High
Bay Fair	Medium
Coliseum	Medium
Concord (Monument parcel)	Medium
Fremont	Medium
Fruitvale (Derby parcel)	Medium
Lafayette	Medium
Warm Springs/ South Fremont	Medium
Castro Valley	Low
El Cerrito del Norte	Low
Glen Park	Low
Hayward	Low
North Concord/ Martinez	Low
Orinda	Low
Pittsburg Center	Low
Pittsburg/ Bay Point	Low
South Hayward	Low
Union City	Low



Table C-4: TOD Market Readiness – Multifamily Residential Results

Station Site	Multifamily Residential Strength
Ashby	High
Daly City	High
Glen Park	High
Lafayette	High
Orinda	High
Rockridge	High
South San Francisco	High
Bay Fair	Medium
Castro Valley	Medium
Coliseum	Medium
Concord (Monument parcel)	Medium
Dublin/ Pleasanton	Medium
El Cerrito del Norte	Medium
Fremont	Medium
Fruitvale (Derby parcel)	Medium
Hayward	Medium
South Hayward	Medium
Union City	Medium
Warm Springs/ South Fremont	Medium
North Concord/ Martinez	Low
Pittsburg Center	Low
Pittsburg/ Bay Point	Low

Access Environment that Supports TOD (2.6 maximum points, weighted score)

Criteria to Address: Does the station site area support transit use, walking, and biking (including robust first and last mile connections, possibly reducing the need for on-site parking?)

Approach

The WalkScore® (www.walkscore.com) and BART’s Station Access Typology were identified for each station area and assigned a ranking of 1 to 5 with a higher WalkScore® and more urban place types translating to higher scores. The average of the Walkscore® score and BART’s aspirational Station Access Typology Place Type score resulted in the TOD-Supportive Access Score, as described in Table C-5 and Table C-6, respectively. The WalkScore® and Station Access Typology scores were averaged and multiplied by 0.52 to produce the weighted scores.

Table C-5: WalkScore® Score Summary

Score	WalkScore® Detail
5	91-100
4	81-90
3	61-80
2	41-60
1	40 or below

Source: www.walkscore.com, accessed summer 2023.

Table C-6: Station Access Typology Score Summary

Score	BART Station Access Typology (Aspirational) Detail
5	Urban
4	Urban with Parking
3	Balanced Intermodal
2	Intermodal-Auto Reliant
1	Auto Dependent

Source: BART Access Typology, found at <https://www.bart.gov/about/planning/policies>. They are also summarized for each station site in Table C-42.

Results for Access Environment that Supports TOD

Analysis was conducted for the 22 BART sites that jurisdictional staff identified as local priorities for advancement to developer solicitation within the next 10 years. The analysis results shown in Table C-7 rate each station site as high, medium, or low strength for this criterion.

Table C-7: TOD Market Readiness – Access Environment that Supports TOD Results

Station Site	Access Environment Strength
Ashby	High
Fruitvale (Derby parcel)	High
Glen Park	High
Hayward	High
Rockridge	High
Bay Fair	Medium
Concord (Monument parcel)	Medium
Daly City	Medium
El Cerrito del Norte	Medium
Fremont	Medium
Pittsburg Center	Medium
South San Francisco	Medium
Union City	Medium

Station Site	Access Environment Strength
Castro Valley	Low
Coliseum	Low
Dublin/ Pleasanton	Low
Lafayette	Low
North Concord/ Martinez	Low
Orinda	Low
Pittsburg/ Bay Point	Low
South Hayward	Low
Warm Springs/ South Fremont	Low

Development Streamlining (3.9 maximum points, weighted score)

Criteria to Address: Are local policies in place that facilitate streamlined development approvals?

Approach

This score was based on jurisdictional staff's responses to the TOD Work Plan survey and follow-up interviews with jurisdictional staff. It also incorporated information provided on the State of California's Housing and Community Development (HCD) websites for the 2023-2031 Housing Element compliance⁸ and Prohousing Designation⁹. The following indicated local streamlining efforts that could result in more rapid approval of development at BART stations:

- Compliance with the state's Housing Element for the 2023-2031 Cycle
- Receipt of the state's Prohousing Designation
- Objective design standards
- Completion of environmental documentation for development (CEQA, NEPA, etc.)
- Zoning overlays or form-based codes

The sums of assessed scores, as described in Table C-8, Table C-9, Table C-10, Table C-11, and Table C-12 were multiplied by 0.65 to represent the weighted scores.

Table C-8: 2023-2031 Housing Element Status

Score	Score Detail
1	Approved
0.5	In process
0	Not submitted

Source: Spring 2023 TOD Work Plan survey and summer 2023 interviews with jurisdictional staff and review of HCD's Housing Element website on September 28, 2023.

⁸ Found at <https://www.hcd.ca.gov/planning-and-community-development/housing-open-data-tools/housing-element-review-and-compliance-report>

⁹ Found at <https://www.hcd.ca.gov/planning-and-community-development/prohousing-designation-program>

Table C-9: Prohousing Designation

Score	Score Detail
1	Designated
0	Not designated

Source: Spring 2023 TOD Work Plan survey and summer 2023 interviews with jurisdictional staff and review of HCD's Prohousing Designation website on September 28, 2023.

Table C-10: Objective Design Standards

Score	Score Detail
2	Adopted
1	In process
0	None

Source: Spring 2023 TOD Work Plan survey and summer 2023 interviews with jurisdictional staff.

Table C-11: Environmental Approvals

Score	Score Detail
1	Adopted
0.5	In process
0	None

Source: Spring 2023 TOD Work Plan survey and summer 2023 interviews with jurisdictional staff.

Table C-12: Zoning Overlay or Form-Based Code

Score	Score Detail
1	Adopted
0.5	In process
0	None

Source: Spring 2023 TOD Work Plan survey and summer 2023 interviews with jurisdictional staff.

Results for Development Streamlining

Analysis was conducted for the 22 BART sites that jurisdictional staff identified as local priorities for advancement to developer solicitation within the next 10 years. The analysis results shown in Table C-13 rate each station site as high, medium, or low strength for this criterion.

Table C-13: TOD Market Readiness – Development Streamlining Results

Station Site	Development Streamlining Strength
Ashby	High
Bay Fair	High
El Cerrito del Norte	High
Fruitvale (Derby parcel)	High
South San Francisco	High

Station Site	Development Streamlining Strength
Coliseum	Medium
Concord (Monument parcel)	Medium
Dublin/ Pleasanton	Medium
Fremont	Medium
Hayward	Medium
Pittsburg Center	Medium
Pittsburg/ Bay Point	Medium
Rockridge	Medium
South Hayward	Medium
Warm Springs/ South Fremont	Medium
Castro Valley	Low
Daly City	Low
Glen Park	Low
Lafayette	Low
North Concord/ Martinez	Low
Orinda	Low
Union City	Low

Market Readiness Category Results

Analysis was conducted for the 22 BART sites that jurisdictional staff identified as local priorities for advancement to developer solicitation within the next 10 years. The combined analysis of TOD Market Readiness includes market strength, access environment, and development streamlining. Table C-14 rates each station site for overall TOD office market readiness while Table C-15 rates each station site for overall TOD residential market readiness as high, medium, or low strength for this category.

Table C-14: TOD Office Market Readiness Results

Station Site	Market Readiness for TOD Office
Ashby	High
Bay Fair	High
Daly City	High
Dublin/ Pleasanton	High
Fremont	High
Rockridge	High
South San Francisco	High

Station Site	Market Readiness for TOD Office
Coliseum	Medium
Concord (Monument parcel)	Medium
El Cerrito del Norte	Medium
Fruitvale (Derby parcel)	Medium
Lafayette	Medium
Warm Springs/ South Fremont	Medium
Castro Valley	Low
Glen Park	Low
Hayward	Low
North Concord/ Martinez	Low
Orinda	Low
Pittsburg Center	Low
Pittsburg/ Bay Point	Low
South Hayward	Low
Union City	Low

Table C-15: TOD Multifamily Residential Results

Station Site	Market Readiness for TOD Residential
Ashby	High
Daly City	High
El Cerrito del Norte	High
Fruitvale (Derby parcel)	High
Glen Park	High
Rockridge	High
South San Francisco	High
Bay Fair	Medium
Coliseum	Medium
Concord (Monument parcel)	Medium
Dublin/ Pleasanton	Medium
Fremont	Medium
Hayward	Medium
Lafayette	Medium
Orinda	Medium
South Hayward	Medium
Warm Springs/ South Fremont	Medium
Castro Valley	Low
North Concord/ Martinez	Low
Pittsburg Center	Low
Pittsburg/ Bay Point	Low
Union City	Low



B. Local Support (19.5 maximum points, weighted score)

This score for this category was calculated using five criteria and weighted based on their relative impact on local support. The prioritization criteria are identified below and are described in more detail in each subsection:

- Local interest in development (4.875 maximum points, weighted score)
- MTC’s Transit-Oriented Communities (TOC) Housing Policy Alignment (4.875 maximum points, weighted score)
- Community plan that includes BART station (4.875 maximum points, weighted score)
- TOD zoning compliance (2.925 maximum points, weighted score)
- Recent public outreach (1.95 maximum points, weighted score)

Local Interest in Development (4.875 maximum points, weighted score)

Criteria to Address: Is the local jurisdiction in favor of transit-supportive development on BART’s property and in the surrounding area?

Approach

This score was based on jurisdictional staff’s responses to the TOD Work Plan survey and follow-up interviews with jurisdictional staff. It also incorporated information provided by MTC. Each jurisdiction’s response to the following indicated the level of local interest in advancing development at BART stations:

- Preferred year to begin presolicitation planning for BART site
- The potential for local funds to be directed to BART TOD projects
- Local experience with implementing Enhanced Infrastructure Financing Districts (EIFDs)
- If the jurisdiction nominated BART stations to MTC’s Priority Sites Program

The sums of assessed scores, as described in Table C-16, Table C-17, Table C-18, and Table C-19 were multiplied by 0.65 to represent the weighted scores.

Table C-16: Preferred Year to Begin Presolicitation Score Summary

Score	Score Detail
2	2023 through 2027 or no preference
1	2028 through 2032
0	Not before 2033

Source: Spring 2023 TOD Work Plan survey and summer 2023 interviews with jurisdictional staff

Table C-17: Willingness to Direct Local Funds to BART TOD

3	Yes, with specific fund sources cited
1.5	Yes but no specific fund sources cited
0	No

Source: Spring 2023 TOD Work Plan survey and summer 2023 interviews with jurisdictional staff

Table C-18: Local Implementation or Consideration of EIFDs

1	Implemented
0.5	Considering
0	No

Source: Spring 2023 TOD Work Plan survey and summer 2023 interviews with jurisdictional staff

Table C-19: Nomination of BART station to MTC Priority Sites Program

1.5	Yes
0	No

Source: MTC list provided to BART as of September 30, 2023, nomination deadline.

Results for Local Interest in Development

Analysis was conducted for the 22 BART sites that jurisdictional staff identified as local priorities for advancement to developer solicitation within the next 10 years. The analysis results shown in Table C-20 that rated each station site as high, medium, or low strength for this criterion.

Table C-20: Local Support – Local Interest in Development Results

Station Site	Local Interest Strength
Ashby	High
Bay Fair	High
Dublin/ Pleasanton	High
Concord (Monument parcel)	Medium
El Cerrito del Norte	Medium
Fremont	Medium
Fruitvale (Derby parcel)	Medium
Hayward	Medium
Lafayette	Medium
North Concord/ Martinez	Medium
Pittsburg Center	Medium
Pittsburg/ Bay Point	Medium
Rockridge	Medium
South Hayward	Medium
Warm Springs/ South Fremont	Medium
Castro Valley	Low
Coliseum	Low



Station Site	Local Interest Strength
Daly City	Low
Glen Park	Low
Orinda	Low
South San Francisco	Low
Union City	Low

Community Plan (4.875 maximum points, weighted score)

Criteria to Address: Has the jurisdiction adopted a plan since 2000 that is supportive of transit-oriented development in the station area?

Approach

This score was based on jurisdictional staff's responses to the TOD Work Plan survey and follow-up interviews with jurisdictional staff. The score reflected the existence of an adopted community plan for development in the BART station area that supports TOD and identifies feasible development scenarios for land use, building height, and densities. Specific plans, precise plans, area plans, master plans, and planned unit development were community plans.

The assessed scores, as described in Table C-21, were multiplied by 0.65 to represent the weighted scores.

Table C-21: Status of Community Plan that Includes BART Station

Score	Score Detail
7.5	The jurisdiction has adopted a plan for future development that includes the station area
3.75	There is a plan in process, but it is not yet adopted
0	The jurisdiction has not yet adopted a plan for future development that includes the station area

Source: Spring 2023 TOD Work Plan survey and summer 2023 interviews with jurisdictional staff

Results for Community Plan

Analysis was conducted for the 22 BART sites that jurisdictional staff identified as local priorities for advancement to developer solicitation within the next 10 years. The analysis results shown in Table C-22 that rated each station site as high, medium, or low strength for this criterion.

Table C-22: Status of Community Plan that Includes the BART Station Results

Station Site	Community Plan Strength
Ashby	High
Bay Fair	High
Castro Valley	High
Coliseum	High
El Cerrito del Norte	High
Fremont	High
Glen Park	High
Hayward	High
North Concord/ Martinez	High
Pittsburg Center	High
Pittsburg/ Bay Point	High
South Hayward	High

Station Site	Community Plan Strength
Union City	High
Warm Springs/ South Fremont	High
Concord (Monument parcel)	Low
Daly City	Low
Dublin/ Pleasanton	Low
Fruitvale (Derby parcel)	Low
Lafayette	Low
Orinda	Low
Rockridge	Low
South San Francisco	Low

Zoning (2.925 maximum points, weighted score)

Criteria to Address: Has the jurisdiction adopted local zoning for the station site and half-mile area to meet or exceed targets identified in Table 1 and Figure 1 of BART’s *Transit-Oriented Development Guidelines*?¹⁰

Approach

This score is based on jurisdictional staff’s responses to the TOD Work Plan survey, follow-up interviews with jurisdictional staff, and research on local zoning conformance with state zoning laws. Key zoning targets that were used to determine alignment of local zoning with BART’s 2017 TOD Guidelines by each station’s TOD Place Type are summarized in Table C-23.

Table C-23: Key Zoning Targets by Station TOD Place Type

Station Site	TOD Place Type	Allowed Residential Density (DU/a) ¹	Allowed Building Height (Stories)	Minimum Parking Requirements
Ashby	Urban Neighborhood/ City Center	75	7	None for any use
Bay Fair	Neighborhood/ Town Center	75	5	None for any use
Castro Valley	Neighborhood/ Town Center	75	5	None for any use
Coliseum	Urban Neighborhood/ City Center	75	7	None for any use
Concord (Monument parcel)	Neighborhood/ Town Center	75	5	None for any use
Daly City	Neighborhood/ Town Center	75	5	None for any use
Dublin/ Pleasanton	Neighborhood/ Town Center	75	5	None for any use
El Cerrito del Norte	Neighborhood/ Town Center	75	5	None for any use
Fremont	Urban Neighborhood/ City Center	75	7	None for any use
Fruitvale (Derby parcel)	Urban Neighborhood/ City Center	75	7	None for any use
Glen Park	Urban Neighborhood/ City Center	75	7	None for any use
Hayward	Urban Neighborhood/ City Center	75	7	None for any use

¹⁰ BART’s 2017 TOD Guidelines found at https://www.bart.gov/sites/default/files/docs/BART_TODGuidelinesFinal2017_compressed_0.pdf

Station Site	TOD Place Type	Allowed Residential Density (DU/a) ¹	Allowed Building Height (Stories)	Minimum Parking Requirements
Lafayette	Neighborhood/ Town Center	75	5	None for any use
North Concord/ Martinez	Neighborhood/ Town Center	75	5	None for any use
Orinda	Neighborhood/ Town Center	75	5	None for any use
Pittsburg Center	Neighborhood/ Town Center	75	5	None for any use
Pittsburg/ Bay Point	Neighborhood/ Town Center	75	5	None for any use
Rockridge	Urban Neighborhood/ City Center	75	7	None for any use
South Hayward	Neighborhood/ Town Center	75	5	None for any use
South San Francisco	Neighborhood/ Town Center	75	5	None for any use
Union City	Urban Neighborhood/ City Center	75	7	None for any use
Warm Springs/ South Fremont	Urban Neighborhood/ City Center	75	7	None for any use

¹ Dwelling units per acre

Source: Figure 1 and Table 1 of BART's Transit-Oriented Development Guidelines, May 2017

The assessed scores were based on whether local jurisdictions have affirmatively adopted zoning that aligns with or exceeds the key targets indicated in Table C-23 for the location and elements described below:

- BART parcels: Allowed residential density and building height, no parking minimums
- Non-BART parcels in the station's half-mile: Allowed residential density and building height, no parking minimums

The sums of assessed scores, as described in Table C-24 and Table C-25, were multiplied by 0.65 to represent the weighted scores.

Table C-24: Locally Adopted Zoning Aligned with Targets for BART-Owned or Operated Parcels

Score	Score Detail
3	All parcels zoned to allow 75 dwelling units per acre and target building heights (5, 7 or 12 stories depending on TOD Place Type); No parking minimums for any use.
0.5 – 2.5	0.5 points for each element that is partially zoned for residential density, building height, and/or parking minimums as described above.
0	Zoning not aligned for residential density, building height, or parking minimums as described above.

Source: Spring 2023 TOD Work Plan survey, summer 2023 interviews with jurisdictional staff, and conformance with AB 2923 Baseline Zoning Standards

Table C-25: Locally Adopted Zoning Aligned with Targets for Non-BART Parcels in the Station's Half-Mile

Score	Score Detail
1.5	Half-mile radius zoned to allow 75 dwelling units per acre and target building heights (5, 7 or 12 stories depending on TOD Place Type); No parking minimums for any use.
0.25 – 1.25	0.25 points for each element that is partially zoned for residential density, building height, and/or parking minimums as described above.
0	Zoning not aligned for residential density, building height, or parking minimums as described above.

Source: Spring 2023 TOD Work Plan survey and summer 2023 interviews with jurisdictional staff

Results for Zoning

Analysis was conducted for the 22 BART sites that jurisdictional staff identified as local priorities for advancement to developer solicitation within the next 10 years. The analysis results shown in Table C-26 rate each station site as high, medium, or low strength for this criterion.

Table C-26: Locally Adopted Zoning of BART Land and Station’s Half-Mile Radius Results

Station Site	Zoning Strength
Ashby	High
El Cerrito del Norte	High
Fruitvale (Derby parcel)	High
Hayward	High
South Hayward	High
South San Francisco	High
Union City	High
Warm Springs/ South Fremont	High
Bay Fair	Medium
Coliseum	Medium
Concord (Monument parcel)	Medium
Daly City	Medium
Fremont	Medium
Glen Park	Medium
Pittsburg Center	Medium
Pittsburg/ Bay Point	Medium
Rockridge	Medium
Castro Valley	Low
Dublin/ Pleasanton	Low
Lafayette	Low
North Concord/ Martinez	Low
Orinda	Low

Recent Public Outreach (1.95 maximum points, weighted score)

Criteria to Address: Have there been recent public engagement efforts that include development at the BART station site?

Approach

This score was based on jurisdictional staff’s responses to the TOD Work Plan survey and follow-up interviews with jurisdictional staff. The score reflected if and the extent to which cities and counties have engaged the public within the past five years regarding plans that included the BART station area. These efforts may have been related to general plan updates (including the Housing Element), objective design standards, community plans, community advisory committees, and similar planning efforts.

The assessed scores, as described in Table C-27, were multiplied by 0.65 to represent the weighted scores.

Table C-27: Recent Public Outreach for Planning Efforts that Include the BART Station Area

Score	Score Detail
3	Extensive outreach as demonstrated by over 10 engagement opportunities
2	Some outreach as demonstrated by 3 to 10 engagement opportunities
1	Minor outreach as demonstrated by 1 to 2 engagement opportunities
0	No public outreach in the past five years

Source: Spring 2023 TOD Work Plan survey and summer 2023 interviews with jurisdictional staff

Results for Recent Public Outreach

Analysis was conducted for the 22 BART sites that jurisdictional staff identified as local priorities for advancement to developer solicitation within the next 10 years. The analysis results shown in Table C-28 rate each station site as high, medium, or low strength for this criterion.

Table C-28: Recent Public Outreach for Planning Efforts that Include the BART Station Area Results

Station Site	Public Outreach Strength
Ashby	High
Bay Fair	High
Concord (Monument parcel)	High
El Cerrito del Norte	High
Fruitvale (Derby parcel)	High
Hayward	High
South Hayward	High
Union City	High
Castro Valley	Medium
Fremont	Medium
North Concord/ Martinez	Medium
Orinda	Medium
Pittsburg Center	Medium
Pittsburg/ Bay Point	Medium
South San Francisco	Medium
Coliseum	Low
Daly City	Low
Dublin/ Pleasanton	Low
Glen Park	Low
Lafayette	Low
Rockridge	Low
Warm Springs/ South Fremont	Low

Residential Displacement Policies (4.875 maximum points, weighted score)

Criteria to Address: Has the jurisdiction adopted policies to minimize involuntary displacement of its most vulnerable residents?

Approach

This score was based on jurisdictional staff’s responses to the TOD Work Plan survey, follow-up interviews with jurisdictional staff, and documentation from staff at MTC. It reflected the extent to which cities and counties have adopted local policies to align with MTC’s Transit-Oriented Communities (TOC) Policy focused on affordable housing production, affordable housing preservation, and anti-displacement protections.¹¹ The TOC Policy requires local adoption of at least two policies for each of the three categories below:

- **Protection** for current tenants to avoid or limit displacement
- **Preservation** of existing housing that is affordable for lower- and middle-income residents
- **Production** of new housing at all income levels, especially affordable housing

City and county alignment with this portion of MTC’s TOC Policy was assessed in fall 2023.

The sums of assessed scores, as described in Table C-29, Table C-30, and Table C-31, were multiplied by 0.65 to represent the weighted scores.

Table C-29: Local Policies for Housing Production

Score	Score Detail
2.5	Jurisdiction has adopted at least two housing production policies that align with MTC’s TOC Policy
1.25	Jurisdiction has adopted one housing production policy that aligns with MTC’s TOC Policy
0	Jurisdiction has not adopted any housing production policies that align with MTC’s TOC Policy

Source: Spring 2023 TOD Work Plan survey, summer 2023 interviews with jurisdictional staff, and documentation from MTC staff

Table C-30: Local Policies for Housing Preservation

Score	Score Detail
2.5	Jurisdiction has adopted at least two housing preservation policies that align with MTC’s TOC Policy
1.25	Jurisdiction has adopted one housing preservation policy that aligns with MTC’s TOC Policy
0	Jurisdiction has not adopted any housing preservation policies that align with MTC’s TOC Policy

Source: Spring 2023 TOD Work Plan survey, summer 2023 interviews with jurisdictional staff, and documentation from MTC staff

Table C-31: Local Policies for Protection of Tenants

Score	Score Detail
2.5	Jurisdiction has adopted at least two tenant protection policies that align with MTC’s TOC Policy
1.25	Jurisdiction has adopted one tenant protection policy that aligns with MTC’s TOC Policy
0	Jurisdiction has not adopted any tenant protections policies that align with MTC’s TOC Policy

Source: Spring 2023 TOD Work Plan survey, summer 2023 interviews with jurisdictional staff, and documentation from MTC staff

¹¹ Found at <https://mtc.ca.gov/planning/land-use/transit-oriented-communities-toc-policy>.

Results for Residential Displacement Policies

Analysis was conducted for the 22 BART sites that jurisdictional staff identified as local priorities for advancement to developer solicitation within the next 10 years. The results shown in

Table C-32 rate each station site as high, medium, or low strength for this criterion.

Table C-32: Residential Displacement Policies Results

Station Site	Residential Displacement Policy Strength
Ashby	High
Bay Fair	High
Coliseum	High
Concord (Monument parcel)	High
Dublin/ Pleasanton	High
Fremont	High
Glen Park	High
Hayward	High
North Concord/ Martinez	High
Pittsburg Center	High
Pittsburg/ Bay Point	High
Rockridge	High
South Hayward	High
South San Francisco	High
Union City	High
Warm Springs/ South Fremont	High
Daly City	Medium
El Cerrito del Norte	Medium
Fruitvale (Derby parcel)	Medium
Lafayette	Medium
Castro Valley	Low
Orinda	Low

Local Support Category Results

Analysis was conducted for the 22 BART sites that jurisdictional staff identified as local priorities for advancement to developer solicitation within the next 10 years. The combined analysis for local support included local interest in development, community plan, zoning, recent public outreach for the BART station site, and residential displacement policies. Table C-33 rates each station site as high, medium, or low strength for this category.

Table C-33: Local Support Results

Station Site	Local Support Strength
Ashby	High
Bay Fair	High
El Cerrito del Norte	High
Hayward	High
South Hayward	High

Station Site	Local Support Strength
Coliseum	Medium
Fremont	Medium
North Concord/ Martinez	Medium
Pittsburg Center	Medium
Pittsburg/ Bay Point	Medium
Union City	Medium
Warm Springs/ South Fremont	Medium
Castro Valley	Low
Concord (Monument parcel)	Low
Daly City	Low
Dublin/ Pleasanton	Low
Fruitvale (Derby parcel)	Low
Glen Park	Low
Lafayette	Low
Orinda	Low
Rockridge	Low
South San Francisco	Low

C. Infrastructure Readiness (19.5 maximum points, weighted score)

The score for this category was calculated using two criteria and weighted based on their relative impact on infrastructure readiness. The prioritization criteria are identified below and are described in more detail in every subsection:

- BART rider parking readiness
- Other infrastructure and access readiness

This category addresses the cost and complexity of BART replacement parking and existing or future infrastructure that would need to be addressed as part of development.

BART Rider Parking Readiness (9.75 maximum points, weighted score)

Criteria to Address: Would the TOD be constructed where BART riders currently park? If so, are the local jurisdiction's expectations aligned with BART's access policy for on-site replacement parking? Is the local jurisdiction willing to advance off-site parking solutions?

Approach

This score is based on BART's assessment of the site's use for rider parking, jurisdictional staff's responses to the TOD Work Plan survey and follow-up interviews with jurisdictional staff. If the site is not currently designated for BART rider parking, the full score of 15 was assessed and multiplied by 0.65 to represent the weighted score. If the site is currently designated for BART rider parking, local jurisdictional staff provided input for the following:

- Expectation for BART rider replacement parking on-site
- Consideration of allowing BART riders to park on-street (for a fee or not)
- Consideration of allowing BART riders to park in a public lot or garage (for a fee or not), if such facilities are located within a half-mile of the station entrances
- Role in assessing parking solutions for BART riders off-site

The sums of assessed scores, as described in Table C-34, Table C-35, Table C-36 and Table C-37, were multiplied by 0.65 to represent the weighted scores.

Table C-34: Expectation by Local Jurisdiction for BART Rider Replacement Parking On-site

Score	Score Detail
10	Minimal (about 30% or less)
5	Medium (roughly 30% to 64%)
0	Majority (about 65% or higher)

Source: Spring 2023 TOD Work Plan survey and summer 2023 interviews with jurisdictional staff



Table C-35: Consideration by Local Jurisdiction of Allowing BART Riders to Park On-street

1	Strongly consider or already studying
0.5	Possibly consider
0.25	Tepid consideration
0	Will not consider

Source: Spring 2023 TOD Work Plan survey and summer 2023 interviews with jurisdictional staff

Table C-36: Consideration by Local Jurisdiction of Allowing BART Riders to Park in Public Lots or Garages

Score	Score Detail
1	Strongly consider or already studying
0.5	Possibly consider
0.25	Tepid consideration
0	Will not consider or no facilities within a half-mile of the station

Source: Spring 2023 TOD Work Plan survey and summer 2023 interviews with jurisdictional staff.

Table C-37: Local Jurisdiction’s Role for Assessing Potential BART Rider Parking Solutions

Score	Score Detail
3	Lead role
2	Strongly interested in supporting
1	Tepidly interested in supporting
0	No interest in participating

Source: Spring 2023 TOD Work Plan survey and summer 2023 interviews with jurisdictional staff.

Results for BART Rider Parking Readiness

Analysis was conducted for the 22 BART sites that jurisdictional staff identified as local priorities for advancement to developer solicitation within the next 10 years. The analysis results shown in Table C-38 rate each station site as high, medium, or low strength for this criterion.

Table C-38: BART Rider Parking Readiness Results

Station Site	BART Rider Parking Readiness Strength
Ashby	High
Concord (Monument parcel)	High
El Cerrito del Norte	High
Fruitvale (Derby parcel)	High
Hayward	High

Station Site	BART Rider Parking Readiness Strength
Bay Fair	Medium
Coliseum	Medium
Glen Park	Medium
Pittsburg Center	Medium
Rockridge	Medium
South San Francisco	Medium
Union City	Medium
Castro Valley	Low
Daly City	Low
Dublin/ Pleasanton	Low
Fremont	Low
Lafayette	Low
North Concord/ Martinez	Low
Orinda	Low
Pittsburg/ Bay Point	Low
South Hayward	Low
Warm Springs/ South Fremont	Low

Other Infrastructure and Access Readiness (9.75 maximum points, weighted score)

Criteria to Address: What is the cost and complexity of other infrastructure and access needs that would need to be addressed as part of development?

Approach

BART staff assessed the scale of physical barriers or needs for infrastructure and access (other than BART rider parking) at each station site in terms of their impact to development. This included consideration of BART infrastructure needs (i.e., traction power substations, bus intermodal facilities, etc.) as well as non-BART development barriers (i.e., flood control district channels, PG&E power lines, freeways, lack of infrastructure and access options to serve TOD site, etc.). Sites received a score of 0 to 15, with 15 indicating little to no infrastructure needs or barriers. The assessed scores, as described in Table C-39 were multiplied by 0.65 to represent the weighted scores.

Table C-39: Other Infrastructure and Access Needs and Barriers

Score	Score Detail
Greater than 12	Minimal (little to no barriers)
7 to 12	Some (Barriers of varying cost and complexity)
Less than 7	Many (Multiple barriers of varying cost and complexity)

Source: BART assessment, spring 2023 TOD Work Plan survey, and summer 2023 interviews with jurisdictional staff

Results for Other Infrastructure and Access Readiness

Analysis was conducted for the 22 BART sites that jurisdictional staff identified as local priorities for advancement to developer solicitation within the next 10 years. The analysis results shown in Table C-40 rate each station site as high, medium, or low strength for this criterion.



Table C-40: Other Infrastructure and Access Readiness Results

Station Site	Other Infrastructure and Access Readiness Strength
Coliseum	High
Dublin/ Pleasanton	High
Fruitvale (Derby parcel)	High
Pittsburg Center	High
Union City	High
Castro Valley	High
Concord (Monument parcel)	Medium
Daly City	Medium
El Cerrito del Norte	Medium
Fremont	Medium
Hayward	Medium
Lafayette	Medium
North Concord/ Martinez	Medium
Pittsburg/ Bay Point	Medium
Rockridge	Medium
South Hayward	Medium
South San Francisco	Medium
Warm Springs/ South Fremont	Medium
Ashby	Low
Bay Fair	Low
Glen Park	Low
Orinda	Low

Infrastructure Readiness Category Results

Analysis was conducted for the 22 BART sites that jurisdictional staff identified as local priorities for advancement to developer solicitation within the next 10 years. The combined analysis for infrastructure readiness includes BART rider parking readiness and other infrastructure and access readiness. Table C-41 rates each station site as high, medium, or low strength for this category.

Table C-41: Infrastructure Readiness Results

Station Site	Infrastructure Readiness Strength
El Cerrito del Norte	High
Fruitvale (Derby parcel)	High
Hayward	High
Pittsburg Center	High

Station Site	Infrastructure Readiness Strength
Ashby	Medium
Bay Fair	Medium
Coliseum	Medium
Concord (Monument parcel)	Medium
Rockridge	Medium
South San Francisco	Medium
Union City	Medium
Castro Valley	Low
Daly City	Low
Dublin/ Pleasanton	Low
Fremont	Low
Glen Park	Low
Lafayette	Low
North Concord/ Martinez	Low
Orinda	Low
Pittsburg/ Bay Point	Low
South Hayward	Low
Warm Springs/ South Fremont	Low

D. Development Capacity (35 maximum points, weighted score)

The score for this category is based on two factors: developable acreage and capacity for residential density. These factors were multiplied together to calculate development capacity in terms of dwelling unit equivalency (DUE). The results informed an order of magnitude that identified which sites have the highest production value. While the 2024 TOD Work Plan focused on advancing residential development due to market conditions and TOD Program performance targets, the DUE should **not be construed** as a declaration that BART will develop the number of residential units calculated nor that only residential projects will be pursued.

Developable acreage

Developable acreage is a high-level estimate that considers the amount of potential land area for TOD given existing vertical BART infrastructure, BART’s operational needs, and assumptions for land area devoted to BART rider parking replacement, as described by the aspirational Station Access Type (<https://www.bart.gov/about/planning/policies>):

- Urban with Parking: No reduction in developable acreage
- Balanced Intermodal: Reduction of 1.5 acres
- Intermodal-Auto Reliant and Auto Dependent: Reduction of 2 acres

Table C-42 describes each station site’s aspirational access type.

Table C-42: Aspirational Station Access Type

Station Site	Station Access Type (Aspirational) ¹
Ashby	Urban with Parking
Bay Fair	Balanced Intermodal
Castro Valley	Intermodal – Auto Reliant
Coliseum	Balanced Intermodal
Concord (Monument parcel)	Balanced Intermodal
Daly City	Balanced Intermodal
Dublin/ Pleasanton	Auto Dependent
El Cerrito del Norte	Balanced Intermodal
Fremont	Balanced Intermodal
Fruitvale (Derby parcel)	Urban with Parking
Glen Park	Urban
Hayward	Urban with Parking
Lafayette	Auto Dependent
North Concord/ Martinez	Balanced Intermodal
Orinda	Auto Dependent
Pittsburg Center	Balanced Intermodal
Pittsburg/ Bay Point	Intermodal – Auto Reliant
Rockridge	Urban with Parking
South Hayward	Balanced Intermodal
South San Francisco	Balanced Intermodal
Union City	Balanced Intermodal
Warm Springs/ South Fremont	Balanced Intermodal

¹ Station Access Type found at <https://www.bart.gov/about/planning/policies>

Capacity for residential density

The capacity for residential density was based on TOD Place Type and the corresponding target building height, as described in Figure 1 and Table 1 of BART's 2017 TOD Guidelines (<https://www.bart.gov/about/business/tod/guidelines>). Table C-43 describes the residential density range as informed by each station's TOD Place Type.

Table C-43: Density Range

Station Site	TOD Place Type ¹	Building Height (stories)	Density Range (DU/ Acre) ²
Ashby	Urban Neighborhood/ City Center	7	120 to 170
Bay Fair	Neighborhood/ Town Center	5	75 to 80
Castro Valley	Neighborhood/ Town Center	5	75 to 80
Coliseum	Urban Neighborhood/ City Center	7	120 to 170
Concord (Monument parcel)	Neighborhood/ Town Center	5	75 to 80
Daly City	Neighborhood/ Town Center	5	75 to 80
Dublin/ Pleasanton	Neighborhood/ Town Center	5	75 to 80
El Cerrito del Norte	Neighborhood/ Town Center	5	75 to 80
Fremont	Urban Neighborhood/ City Center	7	120 to 170
Fruitvale (Derby parcel)	Urban Neighborhood/ City Center	7	120 to 170
Glen Park	Urban Neighborhood/ City Center	7	120 to 170
Hayward	Urban Neighborhood/ City Center	7	120 to 170
Lafayette	Neighborhood/ Town Center	5	75 to 80
North Concord/ Martinez	Neighborhood/ Town Center	5	75 to 80
Orinda	Neighborhood/ Town Center	5	75 to 80
Pittsburg Center	Neighborhood/ Town Center	5	75 to 80
Pittsburg/ Bay Point	Neighborhood/ Town Center	5	75 to 80
Rockridge	Urban Neighborhood/ City Center	7	120 to 170
South Hayward	Neighborhood/ Town Center	5	75 to 80
South San Francisco	Neighborhood/ Town Center	5	75 to 80
Union City	Urban Neighborhood/ City Center	7	120 to 170
Warm Springs/ South Fremont	Urban Neighborhood/ City Center	7	120 to 170

¹ TOD Place Type found in BART's 2017 TOD Guidelines at <https://www.bart.gov/about/business/tod/guidelines>

² DU = Dwelling Units

Development capacity equivalence was calculated by multiplying the developable acres by a density factor, which was estimated from the density range as shown in Table C-37 and the ranges of developable acreage (1 to 2 acres - small, 2 to 10 acres - medium, and more than 10 acres - large). Small sites generally require little to no internal circulation and can be denser while larger sites require internal circulation and open space, resulting in less dense development. Table C-44 shows the resulting development capacity for each station site as a dwelling unit equivalence.

Table C-44: Development Capacity (Dwelling Unit Equivalence)

Station Site	Assumptions		
	Developable Acreage	Density Factor (DU/ Acre) ¹	Development Capacity (DU Equivalence)
Ashby	6	120	720
Bay Fair	17	80	1,360
Castro Valley	10	75	750
Coliseum	6	120	720
Concord (Monument parcel)	5	80	400
Daly City	3.5	80	280
Dublin/ Pleasanton	14	80	1,120
El Cerrito del Norte	7	120	840
Fremont	23	120	2,760
Fruitvale (Derby parcel)	1.45	158	229
Glen Park	1	170	170
Hayward	6	170	1,020
Lafayette	9	120	1,080
North Concord/ Martinez	19	75	1,425
Orinda	8	75	600
Pittsburg Center	1	90	90
Pittsburg/ Bay Point	27	75	2,025
Rockridge	2	170	340
South Hayward	8	80	640
South San Francisco	4	80	320
Union City	13	75	975
Warm Springs/ South Fremont	32	120	3,840

¹ DU = Dwelling Unit

Approach

BART staff used each station site’s DU equivalence to assign rankings as described in Table C-45.

Table C-45: Development Capacity in Terms of Dwelling Unit Equivalence

Ranking	Score Detail
4	Greater than 2,000 DU Equivalence
3	Between 800 and 1,999 DU Equivalence
2	Between 400-799 DU Equivalence
1	Between 200-399 DU Equivalence
0	Less than 200 DU Equivalence

Rankings from Table C-45 were then multiplied by 8.75 to calculate the weighted scores.



Development Capacity Results

Analysis was conducted for the 22 BART sites that jurisdictional staff identified as local priorities for advancement to developer solicitation within the next 10 years. Table C-46 rates each station site as very high, high, medium, low, or very low strength for this category.

Table C-46: Development Capacity Results

Station Site	Development Capacity Strength
Fremont	Very High
Pittsburg/ Bay Point	Very High
Warm Springs/ South Fremont	Very High
Bay Fair	High
Dublin/ Pleasanton	High
El Cerrito del Norte	High
Hayward	High
Lafayette	High
North Concord/ Martinez	High
Union City	High
Ashby	Medium
Castro Valley	Medium
Coliseum	Medium
Concord (Monument parcel)	Medium
Orinda	Medium
South Hayward	Medium
Daly City	Low
Fruitvale (Derby parcel)	Low
Rockridge	Low
South San Francisco	Low
Glen Park	Very Low
Pittsburg Center	Very Low

Summary Score Results

Analysis was conducted for the 22 BART sites that jurisdictional staff identified as local priorities for advancement to developer solicitation within the next 10 years. The strengths for all categories are shown in Table C-47 and were considered by BART staff in prioritizing stations for the 2024 TOD Work Plan Update.

Table C-47: Summary Strength Results by Station for Each Category

Station Site	Market Readiness		Local Support	Infrastructure Readiness	Development Capacity
	Office	Residential			
Ashby	High	High	High	Medium	Medium
Bay Fair	High	Medium	High	Medium	High
Castro Valley	Low	Low	Low	Low	Medium
Coliseum	Medium	Medium	Medium	Medium	Medium
Concord (Monument parcel)	Medium	Medium	Low	Medium	Medium
Daly City	High	High	Low	Low	Low
Dublin/ Pleasanton	High	Medium	Low	Low	High
El Cerrito del Norte	Medium	High	High	High	High
Fremont	High	Medium	Medium	Low	Very High
Fruitvale (Derby parcel)	Medium	High	Low	High	Low
Glen Park	Low	High	Low	Low	Very Low
Hayward	Low	Medium	High	High	High
Lafayette	Medium	Medium	Low	Low	High
North Concord/ Martinez	Low	Low	Medium	Low	High
Orinda	Low	Medium	Low	Low	Medium
Pittsburg Center	Low	Low	Medium	High	Very Low
Pittsburg/ Bay Point	Low	Low	Medium	Low	Very High
Rockridge	High	High	Low	Medium	Low
South Hayward	Low	Medium	High	Low	Medium
South San Francisco	High	High	Low	Medium	Low
Union City	Low	Low	Medium	Medium	High
Warm Springs/ South Fremont	Medium	Medium	Medium	Low	Very High

Sites Not Evaluated

The evaluation process described above was only conducted for the 22 BART sites that jurisdictional staff had identified as local priorities for advancement to developer solicitation within the next 10 years.

Table C-48 summarizes BART’s potential development sites that were not evaluated for this update. It is worth noting that auxiliary parking lots serving the North Berkeley BART station (assessor parcel numbers 058-2139-018-03 and 058-2144-024-01) are no longer considered potential development sites.

Table C-48: Potential BART Development Sites Not Evaluated for the 2024

Station Site (Phase)	Assessor Parcel Number(s) (BART-owned land only)	Description	Total Acreage ¹	TOD Place Type	Station Access Type (Aspirational)
12th Street/ Oakland City Center	001-0131-008-01	Maintenance facility, near Washington St & 4th St	1.11	Regional/ City Center	Urban
19th Street/ Oakland	008-0660-052-03	USPS parking, near W Grand Ave & Telegraph Ave	0.91	Regional/ City Center	Urban
Antioch	052-030-024-5; 052-030-023-7	Existing BART rider parking lots with solar	29.26	Neighborhood/ Town Center	Auto-dependent
Concord (Phase 2)	126-112-014-9; 105-021-015-0; 105-225-002-2	Existing BART rider parking lots	12.01	Neighborhood/ Town Center	Balanced Intermodal
Dublin/Pleasanton (Phase 3)	986-0034-019-00	Existing BART rider parking garage and lot in Dublin	7.87	Neighborhood/ Town Center	Auto-dependent
Fruitvale (Phase 4)	033-2192-023-00; 033-2192-019-00; 033-2191-023-00; 033-2191-021-00	Bus intermodal	1.68	Urban Neighborhood/ City Center	Urban with Parking
Irvington (Future potential station)	525-0345-032-14; 525-0345-001-04; 525-0345-031-06	Near Washington Blvd & Osgood Rd	10.77	Undetermined	Undetermined
Lake Merritt (Phase 2)	001-0167-003-00	BART non-revenue vehicle parking, near 7th St & Oak St	0.35	Regional/ City Center	Urban with Parking
MacArthur (Phase 4)	012-0969-029-00; 012-0969-030-00; 012-0969-041-02	Near 40th St & MLK Jr Wy	0.24	Urban Neighborhood/ City Center	Urban with Parking
Richmond (Phase 3)	540-062-012-5	Bus intermodal	2.07	Urban Neighborhood/ City Center	Urban with Parking
San Bruno	014-316-180; 014-316-210; 014-316-380; 014-316-140; 014-316-160	Existing BART rider parking garage and station frontage	5.39	Neighborhood/ Town Center	Balanced Intermodal



Station Site (Phase)	Assessor Parcel Number(s) (BART-owned land only)	Description	Total Acreage ¹	TOD Place Type	Station Access Type (Aspirational)
San Leandro (Phase 3)	075-0036-048-07; 075-0039-029-10; 075-0041-001-04	Existing BART rider parking lots	10.06	Urban Neighborhood/ City Center	Urban with Parking
West Oakland (Phase 2)	004-0073-009-00	Storage yard, near Mandela Pkwy & 5th St	0.34	Urban Neighborhood/ City Center	Urban

¹ Total acreage sums the parcel areas. Developable acreage is most likely less than the total acreage.

Table C-49 summarizes stations that were excluded as BART’s potential development sites because another agency has authority to develop with little to no input or involvement from BART staff. It is worth noting that the Orinda station area, despite being owned by California’s Department of Transportation, is included as a potential site in the Work Plan because BART staff is expected to play a key or leading role in all phases of the joint development process.

Table C-49: Potential Development Sites Not Included in BART’s Work Plan

Station	Description	Ownership and Operational Responsibility
Berryessa/ North San Jose	Existing BART rider parking lot	Owned and operated by Valley Transportation Authority
Colma	Existing BART rider parking lot	Owned by SamTrans, operated by BART
Milpitas	Existing BART rider parking lot	Owned and operated by Valley Transportation Authority