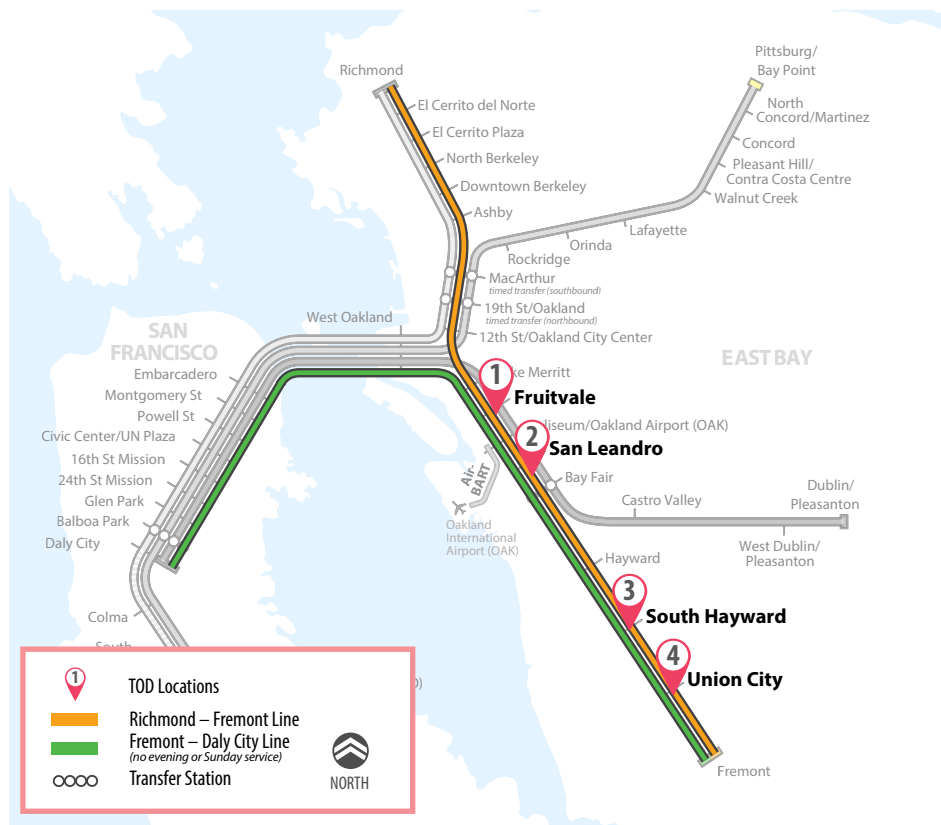
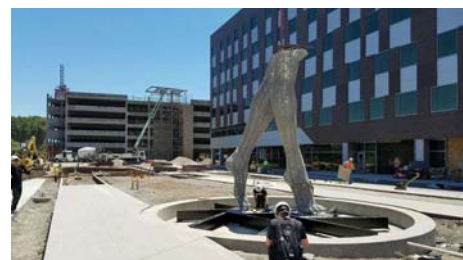


BART FREMONT LINE TRANSIT ORIENTED DEVELOPMENT SELF-GUIDED TOUR



Fruitvale TOD



San Leandro TOD; Photo Credit: www.sfgate.com

Directions: Start your tour by getting onto the BART system and travelling to each of the stations listed. TOD developments are located immediately adjacent to stations and can be viewed on the ground or from station platforms.

1. Fruitvale Transit Village (FTV) Phase I. Phase I of the FTV is a successful national model for livable communities created by the Unity Council and completed in 2003. Located in the heart of the vibrant Fruitvale neighborhood, Fruitvale Village is a mixed-use development that includes retail spaces, offices, and apartments. The ground floor of the FTV Phase I is home to locally-owned retail spaces. The second floor offers office spaces for important community resources and organizations. Finally, on the third floor, there are 47 mixed-income one and two-bedroom apartments. Fruitvale Village is adjacent to the Fruitvale BART station with a major AC Transit hub, making the property an internationally renowned transit oriented development property, or TOD. Wide pedestrian plazas running through the village are host to farmer's markets, and event spaces. Fruitvale Village is also adjacent to the bustling Fruitvale commercial district that has experienced a dramatic transformation over the past 10 years.

FTV Phase II is the continuation of the City's revitalization vision for the Fruitvale. This plan will bring new residents and rental units to the village and foster 24-hour, 7-day vibrancy and a sense of community that will further strengthen the commercial and retail components located at the village retail plaza. The guiding principles for the Phase II development are to provide mixed-income residences, to incorporate state of the art green building and energy savings systems, and an award winning architectural finished product. The project site is governed by the S-15 TOD Zone capitalizing on both the BART transit resource as well as the planned Alameda County Bus Rapid Transit (BRT) line along International Boulevard which is one block away from the project.

2. San Leandro Downtown TOD. The primary goals of the Downtown TOD Strategy are to increase transit ridership and enhance Downtown San Leandro. The implementation of the TOD Strategy will create a pedestrian-scaled area with office, retail, housing, public gathering spaces all conveniently located near public transit. Higher

density mixed use, office and residential development is anticipated in the Downtown core and near the BART Station. While the majority of the City's residential growth will occur in the Downtown in the future, the City also sees potential for higher density office development near the BART station to bring jobs closer to transit.

While The Village retail center represented the first development under the TOD Strategy, the multi-phased San Leandro Tech Campus and Marea Alta represent the first large scale commercial and residential developments under the Strategy that have helped to draw greater development interest into the Downtown area. Both projects weathered the 2008 Great Recession and are well underway towards completion by or before the end of 2016.

3. South Hayward. The South Hayward BART/Mission Blvd Concept Plan was adopted by the City of Hayward in 2009. This plan represented a turning point for the City. The success of development in Downtown Hayward enabled the city to have a greater level of support for higher density transit-oriented development. When this plan was underway in 2009, the city raised the bar on "high density residential" development. The Plan was followed by a form based code for the busy Mission Blvd. arterial, which is a major thoroughfare connecting two freeways on either side of the City of Hayward. The plan and code are the beginnings of transformation of the corridor to a more high density TOD.

The first successful development and improvements coming from the plan can be seen today – the affordable Eden housing development, and the market rate housing development. Additionally, this is the first station where BART has worked in partnership with the City to create on-street regulated BART parking spaces, as a way of reducing the spaces needed in surface parking lots. The city and BART regulate these spaces and share revenue from them through a joint powers agreement.

4. Union City TOD. In 2000, Union City developed a plan to create a vibrant, walkable community with an integrated intermodal station that could accommodate BART, bus and passenger rail. To develop the plan Union City partnered with several transit agencies, including BART, AC Transit, Dumbarton Rail, ACE, Capitol Corridor, BART, SamTrans, VTA, and the Alameda County Transportation Commission. The Plan led to the transformation of 100-acres of vacant, underutilized and environmentally contaminated land surrounding the Union City BART Station into a new mixed-use district.

Significant milestones include:

- Reconfiguring an operating BART station from a one-sided to a two-sided station with direct pedestrian access to new housing and future development parcels. The BART Station itself has multiple new points of pedestrian bicycle, and bus access.
- Over 800 units of housing have been constructed, most within a quarter-mile pedestrian walk to the BART entrance. An additional 243 units are completing construction and 300-400 units are planned in the second phase. Much of the housing within ¼ mile of the BART entrance is a minimum 72 units per acre.
- More than 1.2 million square feet of employment centers are planned within ¼ mile of BART.

The District and its architecture have received several awards, including: Association of Bay Area Government Award for Public-Private Partnership, 2015; ULI Global Awards for Excellence, 2014; Congress for the New Urbanism, Grand Prize, 2014, and Associate of Bay Area Government Award for Urban Design, 2012.