

**PLEASANT HILL BART STATION LEASING AUTHORITY**



**Contra Costa County**

**30 Muir Rd. Martinez, CA 94553**

**San Francisco Bay Area Rapid Transit District**

**2150 Webster St. Oakland, CA 94612**



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**TO:** Pleasant Hill BART Station Leasing Authority Governing Board

**FROM:** Will Nelson and Carli Paine, Co-Executive Directors

**DATE:** April 13, 2026

**SUBJECT:** Agenda Item 5 – Receive Update on Developer Solicitation Approach for Block D of the Pleasant Hill/Contra Costa Transit Village

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**BACKGROUND**

In 2005, the Pleasant Hill BART Station Leasing Authority Board (the “JPA Board”) approved a Disposition and Development Agreement (“DDA”) with Pleasant Hill Transit Village Associates (“PHTVA”) for development of a Transit Village surrounding the Pleasant Hill/Contra Costa Centre BART Station. PHTVA subsequently assigned its rights in the DDA to Avalon Oak Road, L.P. (an affiliate of AvalonBay Communities, “Developer”). The JPA Board subsequently approved leases and various other transactional documents that facilitated development of nearly the entire Transit Village. The final undeveloped piece of the Transit Village is Block D, the approximately 2.27-acre unused surface parking lot adjacent to the BART Station and parking structure.

The DDA with the Developer expired in 2023. The JPA Board indicated that staff should proceed with advancing development of Block D through a new developer solicitation. On October 27, 2025, the JPA Board asked staff to confirm which policies would apply to a new Request for Proposals (RFP) that would be issued for Block D.

**POLICIES REVIEWED FOR APPLICABILITY TO BLOCK D**

**Surplus Land Act:** The Surplus Land Act applies when the entity disposing of property owns the land fee simple. The JPA does not own the property because the JPA leases Block D from BART and BART has already disposed of the property by entering into the ground lease with the JPA. The Surplus Land Act therefore does not apply to Block D. Nevertheless, staff plans to circulate the RFP to the state’s list of Interested Housing Sponsors to ensure wide advertisement of the development opportunity.

**BART’s affordable housing requirement:** In 2016, BART adopted a requirement that a minimum of 20% of any residential units built in a TOD must be affordable. Adoption of this policy occurred long after execution of the ground lease between BART and the JPA in 2006 and therefore the policy does not apply to a project on Block D. However, the County’s Inclusionary Housing Ordinance (IHO) does apply. The baseline requirement for projects subject to the IHO is that a minimum of 15% of all units must be affordable. For rental projects, at least 20% of the 15% must be rented at a price affordable to very-low-income households and the remaining inclusionary units must be rented at a price affordable to low-income households. For for-sale projects, at least 20% of the 15% must be sold at a price affordable to low-income households and the remaining inclusionary units must be sold at a price affordable to moderate-income households. However, the IHO is flexible and allows developers to propose alternative compliance as long as, in the County’s determination, the alternative would provide equal or greater benefit. For example, a developer might propose fewer affordable units but at greater affordability levels.

**BART’s Project Stabilization Agreement requirement:** Similar to the affordable housing policy referenced above, because BART’s Project Stabilization Agreement policy was adopted in 2011 (after execution of the ground lease between BART and the JPA in 2006), this BART policy does not apply. The JPA ground lease does impose prevailing wage requirements on construction of any projects, so prevailing wage would apply.

#### REQUEST FOR PROPOSALS (RFP) APPROACH

The next steps are for staff to draft and circulate a Request for Proposals (RFP), evaluate submitted proposals, and bring a recommended developer to the JPA Board for authorization to negotiate a new DDA.

BART will develop a Basis of Design that informs interested developers of any constraints that must be considered when designing the site. The RFP will request a preliminary conceptual design and a financial proposal from interested developers. RFP submittals will be evaluated by a financial consultant and a selection committee that includes BART and County staff.

The RFP specifications will include (but are not limited to):

- The developer must maintain any publicly accessible areas on the leased parcel for the term of their ground lease;
- The JPA desires high-density residential proposals providing a minimum of 250 units;
- If economically feasible, the JPA is interested in proposals that include active, non-residential uses on the ground floor;
- The developer must comply with the County’s IHO. Alternative compliance proposals will be considered;
- The design must enhance the streetscape/public realm on all four sides of Block D (no side shall be treated as the “back”);
- The developer must pay prevailing wages for the construction of the project.

#### TIMELINE

Staff anticipates releasing the RFP in summer/fall 2026 and returning to the JPA Board in late 2026 or early 2027 with a developer recommendation.

RECOMMENDATION

Staff recommends that the JPA Board accept this report and provide further direction on preparation of the RFP.