

**CONTRA COSTA TIMES**

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**Public-private partnership to fund new BART station****DUBLIN: 'Transit village' to surround West Dublin-Pleasanton station with condos, hotel and retail businesses****By Sophia Kazmi  
CONTRA COSTA TIMES**

Work on the second Dublin-Pleasanton BART station begins Friday.

Expected to be complete in 2009, the West Dublin-Pleasanton station will bring more than extra turnstiles to town. The new station will be the hub of a new "transit village" straddling Interstate 580, with condos, a hotel, restaurant and retail businesses.

Construction of the \$80 million BART station -- to be located near the Stoneridge mall in Pleasanton and near Golden Gate Drive in Dublin -- will be paid for through a unique public-private partnership.

About \$50 million of the station's \$80 million cost will be paid out of BART revenues. Another \$15 million will come from federal, state and local grants and \$15 million from advance payment of leases on BART property from private developers.

In a deal recently worked out between the developers and BART officials, developers led by Oakland-based Ampelon Development Group will lease 17 acres of BART right-of-way land to build the mixed-use, transit-oriented development that will also include parking garages for more than 1,000 vehicles.

"This is new for us," said Bob Russell of Ampelon, master planner for the BART transit village. "It's pretty unique across the country. It's not a typical way of doing things."

On Dublin's side, Ampelon plans to build retail space, a 150-room hotel and 210 condominiums.

Dublin hopes having a BART station downtown will entice new businesses, said Mayor Janet Lockhart.

"We think it is really going to be a redevelopment vehicle for our downtown," Lockhart said.

In 2004, the Dublin City Council gave its first round of approval for the transit village. More detailed plans of what the condominium complex and hotel would look like are still in the works and have not yet reached the Planning Commission.

Pleasanton Mayor Jennifer Hosterman said she would rather have seen a station built in Livermore, instead of another in the Dublin-Pleasanton area, but she does see that the new station could bring opportunities to Dublin.

Plans initially called for more office space on the Pleasanton side, but there is talk of replacing that with transit-oriented housing, Hosterman said.

"It could provide more workforce housing," Hosterman said. "That is the kind of development we want to encourage." Workforce housing means moderately priced units for those who can't afford the area's typical \$600,000 to \$800,000 price tag for a starter home, Hosterman added.

She said the new station will provide pedestrian access between Dublin and Pleasanton. The station will have a walkway over the freeway where pedestrians could walk between Dublin and Pleasanton without having to pay a fare.

According to BART, in 2005, the average number of daily riders exiting at the Dublin-Pleasanton BART station was 6,995. At the Castro Valley station, the average was 2,234.

The West Dublin-Pleasanton stop will be the first BART station built since the San Francisco International Airport extension opened in 2003.

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