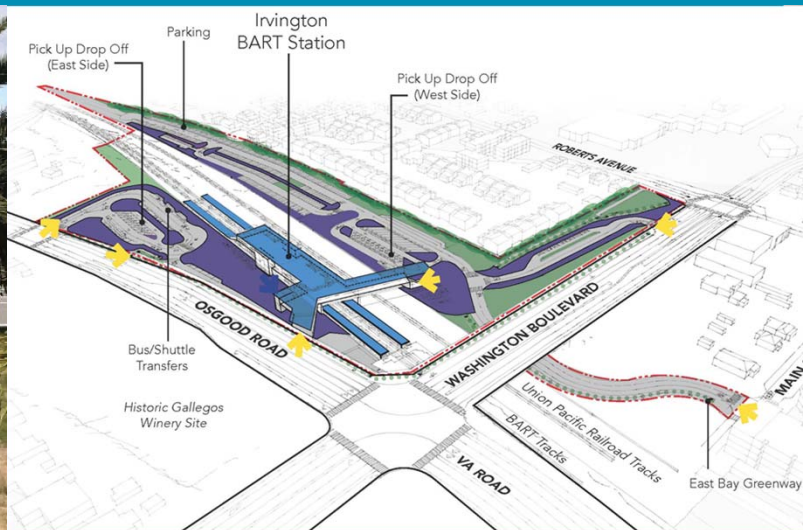




Irvington Station, Fremont, CA

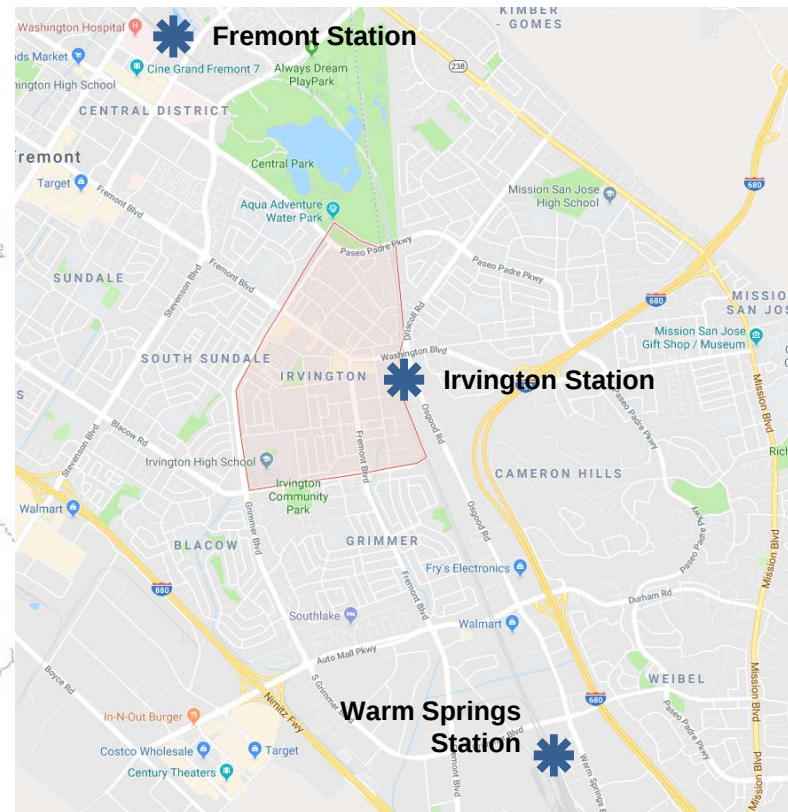
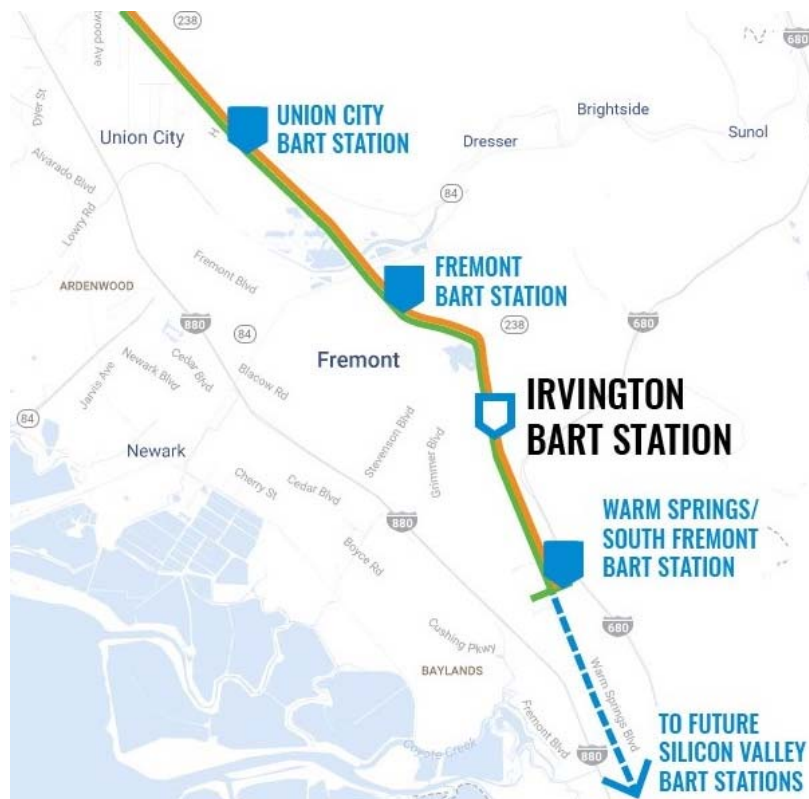
BART Board Update – *for information*
June 13, 2019





Irvington BART Station

Project Context





Irvington BART Station

Project History & Board Actions

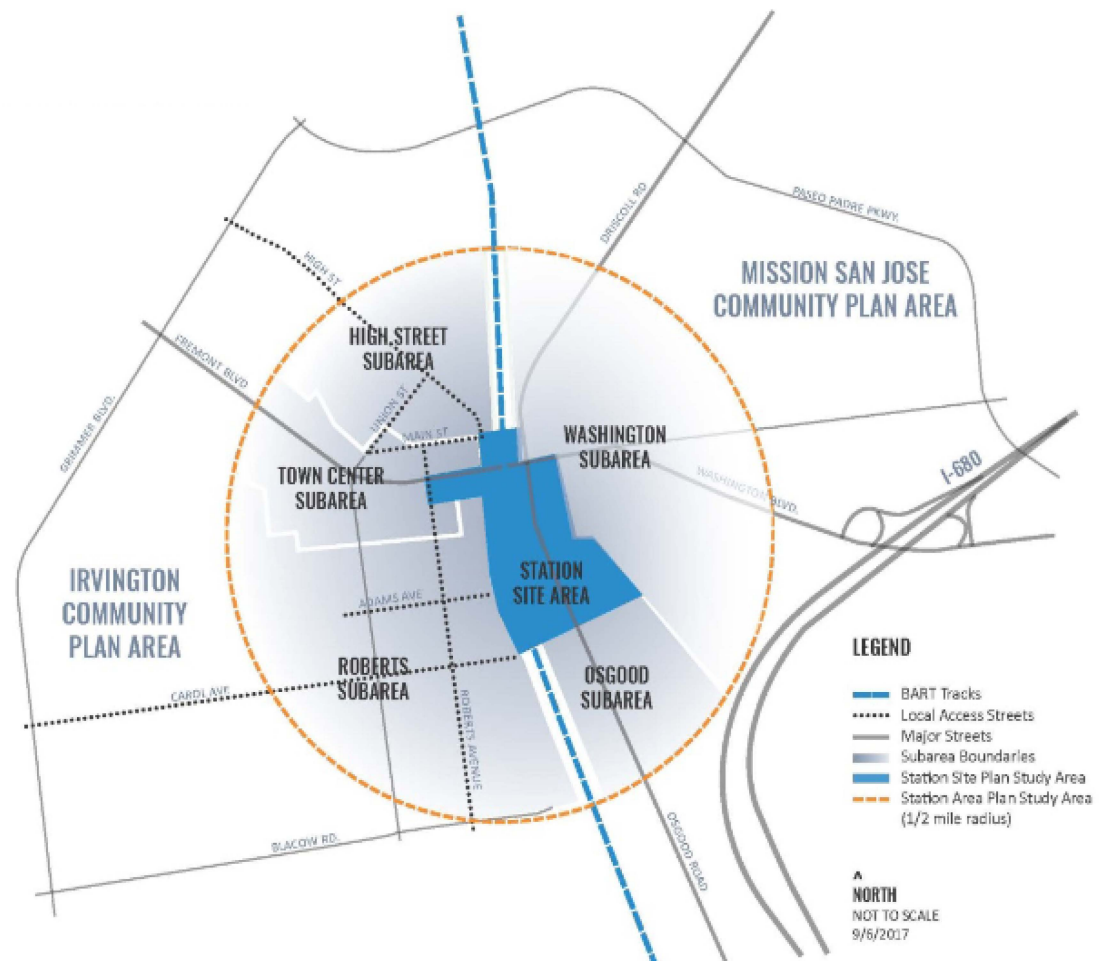
- 1979 1st Warm Springs Extension Study - identifies potential Irvington station
- 1992 **BART Board certifies EIR and approves 2-station WSX extension project**
- 2003 **BART Board certifies SEIR and approves WSX w/optional Irvington station**
Irvington Station to be constructed at Fremont's expense
- 2006 FTA Record of Decision (ROD) on EIS
- 2008 Cost-savings elements identified for construction at Irvington site
- 2010 City Redevelopment funds allocated to construct station
- 2011 **Fremont General Plan Update & Irvington Community Plan to support TOD**
State eliminates Redevelopment – station unfunded
- 2014 Alameda County voters pass Measure BB approving \$120m for station
- 2016 ACTC allocates \$2.75m for Station Site Plan & CEQA update & Station Area Plan
- 2016 **Station Scoping, Planning and Environmental update begins**
- 2017 Letter of Intent executed (BART & City of Fremont)
- 2018 BART Board – Informational Update



Irvington BART Station

Planning Phase - Scope

1. **Station Site Plan** to reflect current BART policies, updated regulations, etc. and community input
2. **Environmental Review Update** for Station as needed – Addendum determined
3. **Station Area Plan** to implement General Plan – Design Guidelines and Access Plan



Existing Conditions and Site Constraints

Existing East Bay Greenway Corridor

MAIN ST

WASHINGTON BLVD

Irvington Business District

Irvington

ADAMS AVE

CAROL AVE

OSGOOD RD

Box Culvert

Box Culvert

Overpass

Permitting Wall

Permitting Wall

Washington Creek

Irvington Gateway Sign

Historic Gallegos Winery Site

0.35 miles to I-680

1.8 Miles to Warm Springs BART Station

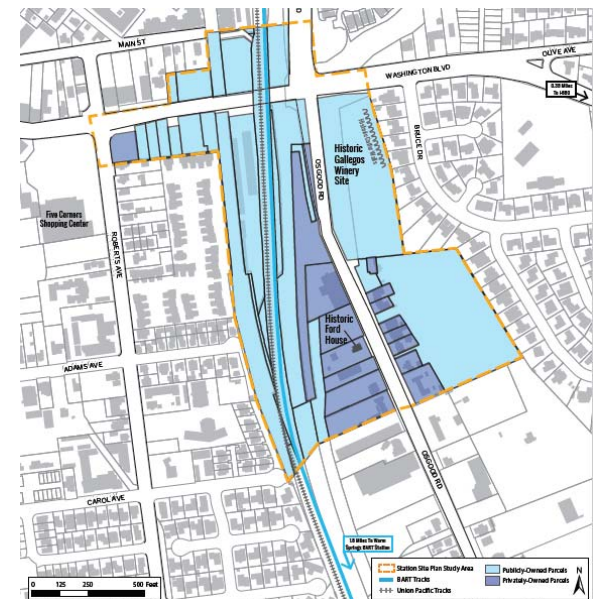
Legend:

- Station Site Plan S
- BART Tracks
- Union Pacific Tracks
- Hayward Fault Zone
- Undeveloped

Historic Ford House
 • 41753 Osgood Road
 • Constructed between 1890-92
 • Wood-framed Queen-Anne style farmhouse
 • Eligible for listing in the National Register of Historic Places (NRHP)

Historic Gallegos Winery Site
 • Built in 1884
 • 600-acre site
 • Considered the world's largest winery at the time of its construction

Property Ownership



-  Station Site Plan Study Area
  BART Tracks
  Union Pacific Tracks
  Hayward Fault Zone
  Undeveloped
  100-Year Floodplain
  Creek
  Underground Culvert
  Steep Slopes
  Median
- 4





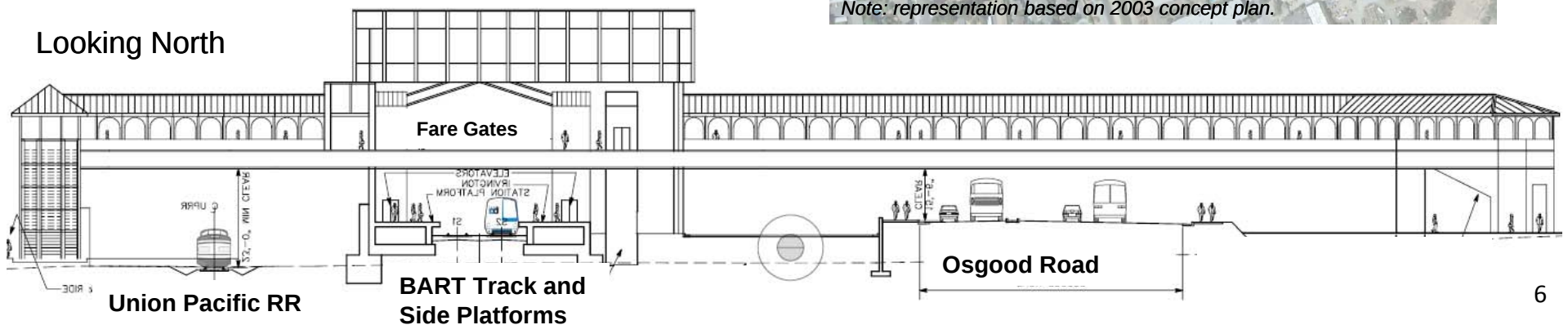
Irvington BART Station

2003 SEIR Concept Site Plan

- Previous conceptual site plan developed over 15 years ago
- Approved by BART Board in 2003 (as part of Warm Springs Extension)
- 25 acres
- 960 parking spaces
- 16 private parcels required
- Gallegos Winery historic site mitigations



Note: representation based on 2003 concept plan.

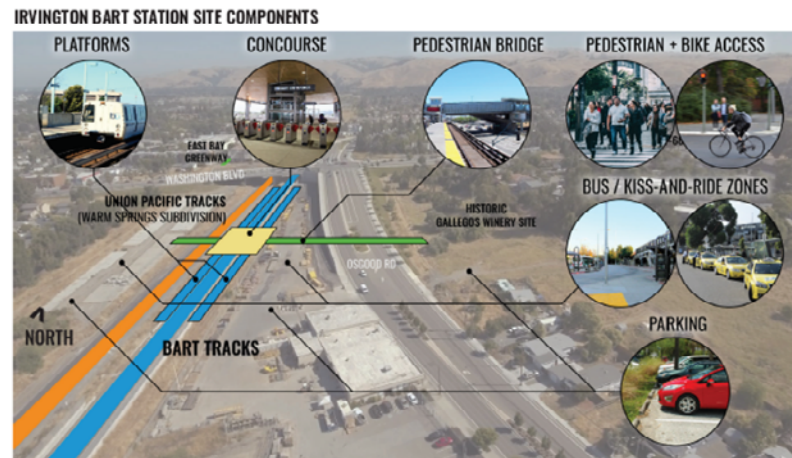




Irvington BART Station

What's changed since 2003?

- BART Policies – Access, Sustainability, etc.
- Codes and Stormwater Requirements
- Fremont General Plan Update (2011) to support Irvington TOD
- Increasing cost of land and construction
- Warm Springs Station opened – Irvington will be an infill station
- Future BART connection to Silicon Valley - bi-directional commute





Irvington BART Station

Alternatives & Community Outreach



- ✓ Three Community Meetings
- ✓ BART Accessibility Task Force
- ✓ Stakeholder Mtgs. & Informal Outreach (i.e. Irvington Business Association, Farmer's Market)
- ✓ Online Surveys (2) & "Open City Hall" engagement tool

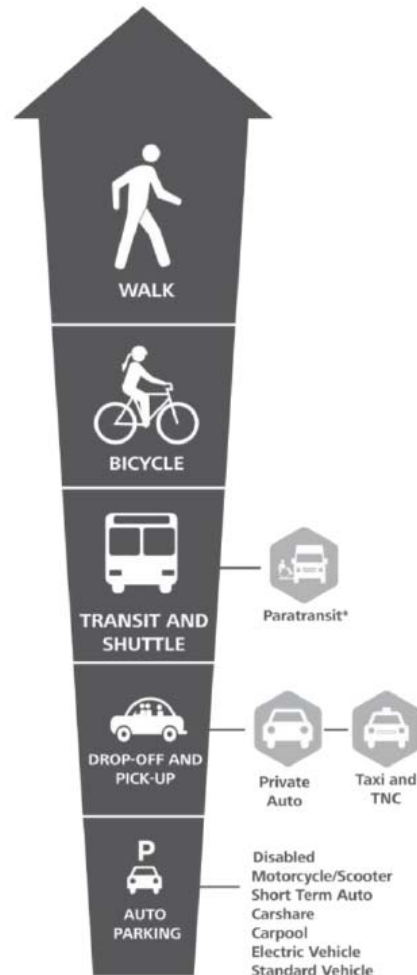
Key Community Concerns addressed in final Site Plan:

- Make station compact, local, yet flexible for future demand (*smaller footprint, etc.*)
- Minimize traffic impact (*less parking*)
- Minimize parking impacts in surrounding neighborhood (*RPP: on-street parking permits*)
- Include pedestrian bridge to Osgood Road near Washington Blvd. (*added*)
- No access from local neighborhood streets (*eliminated*)



Irvington BART Station

Station Ridership and VMT

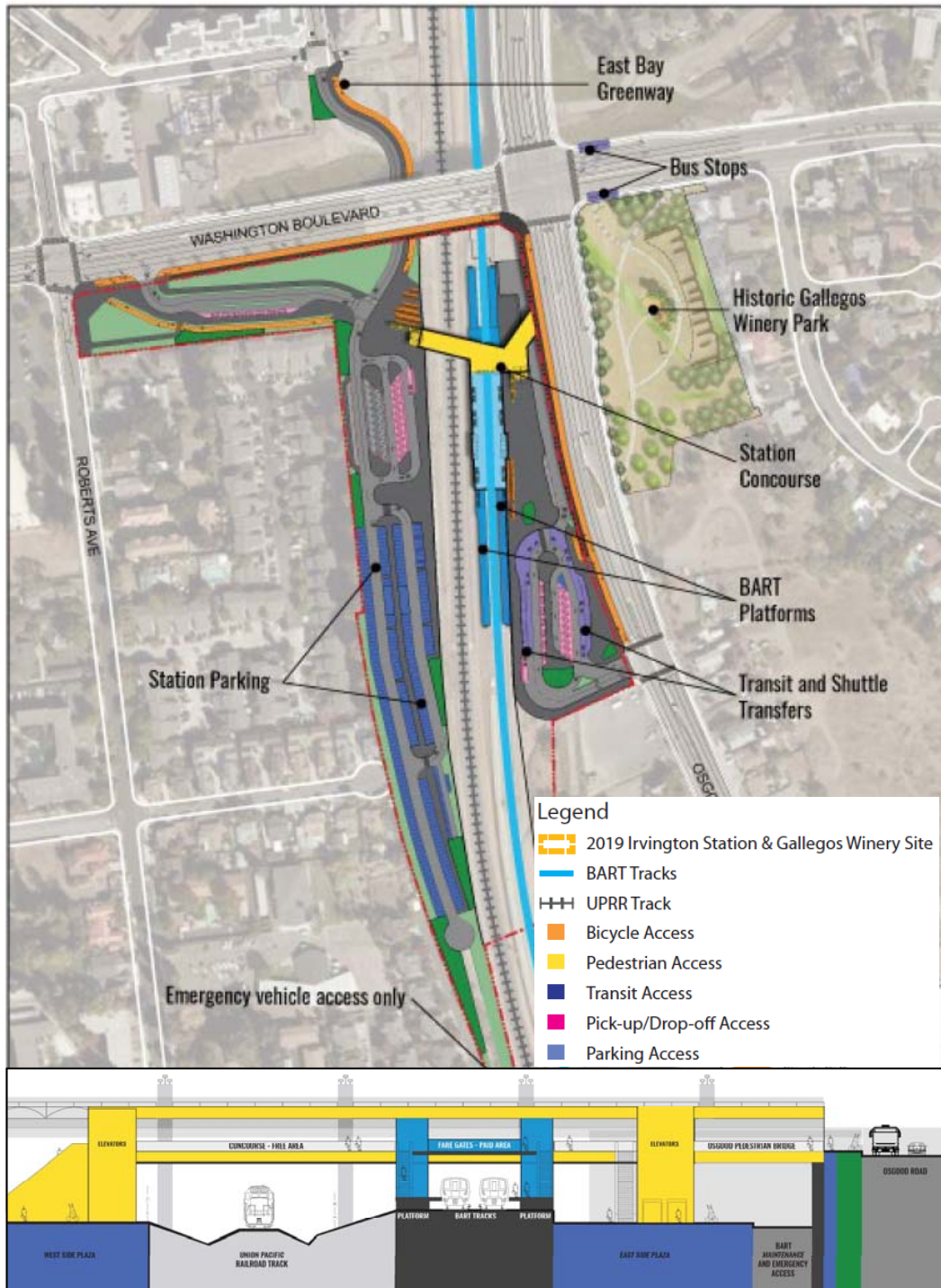


Station Access Design Hierarchy
(2016 BART Station Access Policy)

- BART Station Access Typology = Urban with Parking
- 3,700 daily boarding & 1,900 new daily boardings (2040 est.)
- Majority of trips southbound to Silicon Valley (~55%)
- ~66,000 net daily vehicle miles traveled (VMT) reduction

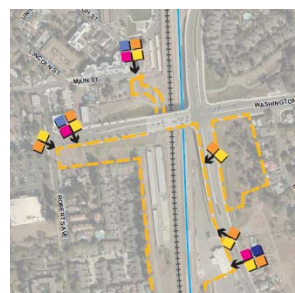
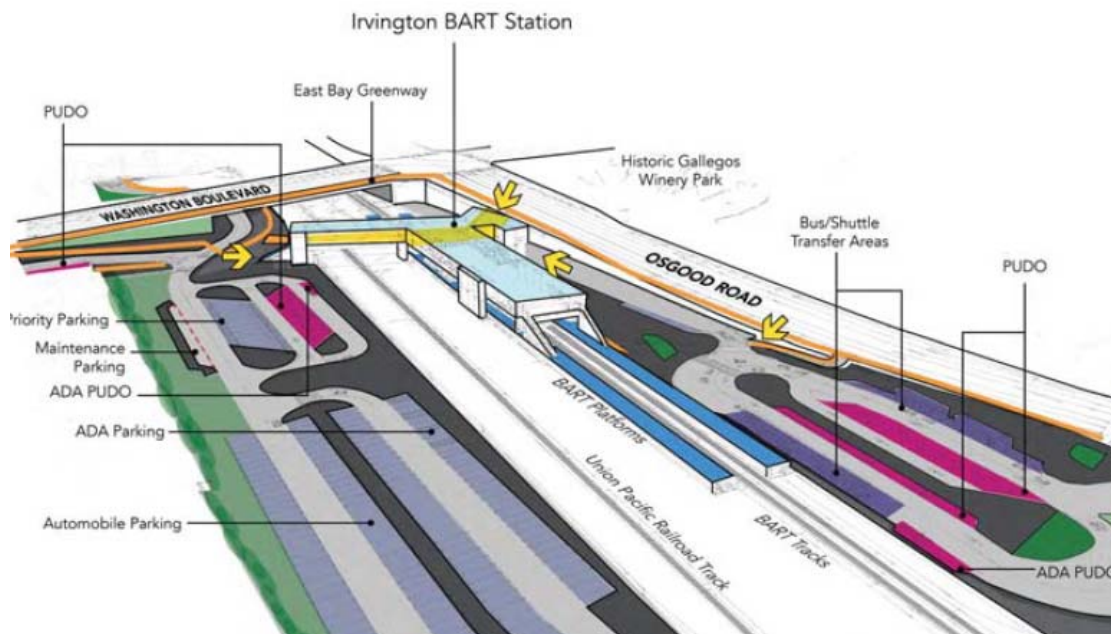
Irvington BART Station Access Mode Split (2040 est.)

Active Access	43%
Walk	34%
Bike	9%
Shared Mobility	42%
Transit	18%
Pick-Up/Drop-Off	24%
Drive and Park	15%



PROPOSED IRVINGTON SITE PLAN

- **Smaller Station Site**
 - Eliminates crossing Osgood Rd.
 - 3 private parcels required (v. prev. 16)
 - 225-275 parking spaces (v. prev. 960)
- **Station Concourse**
 - Side-platform station, connects to both sides of track
 - New pedestrian bridge to Osgood Road overpass – eliminates grade change NE
- **East Bay Greenway**
 - Utilizes Washington Blvd. overpass to cross east over tracks & continue south on Osgood. Rd.
- **Residential Parking Permit (RPP) Program**
 - to be established by City and operational prior to station opening
- **Gallegos Winery Ruins site**
 - To be stabilized & designed for passive recreation to City park standards
 - To be owned and maintained by City of Fremont



Legend

- 2019 Irvington Station & Gallegos Winery Site
- BART Tracks
- UPRR Track
- Bicycle Access
- Pedestrian Access
- Transit Access
- Pick-up/Drop-off Access
- Parking Access

IRVINGTON STATION ACCESS

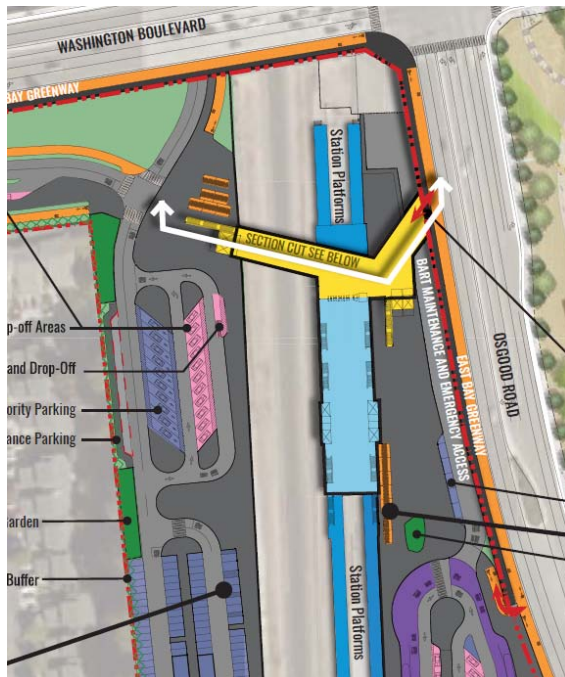
- **Pedestrian and Bicycle Access**
 - From both sides
 - New direct ped access from Osgood Rd. overpass sidewalk
 - East Bay Greenway incorporated
 - Bike parking on both sides - racks, secured & bike share
- **Pick-Up/Drop-Off (PU/DO)**
 - On both sides
 - Compact pull-through design introduced to reduce conflicts and walking distance
- **Transit & Shuttles**
 - On east side
 - Dynamic bay assignment
- **Parking (Automobile)**
 - On west side
 - 225-275 parking spaces
 - Some designed for future PU/DO-conversion if TNC demand grows



Irvington BART Station

Station Design

- Station Site Plan is conceptual basis for Design Phase refinement
- World-class design and multi-modal best practices
- Will reflect historical and geological characteristics of area
- Community engagement in design process to reflect public input



Station Design Features

- Solar-powered station & other sustainability strategies
- Electric Vehicle-Charger Ready parking design
- Flexible design to accommodate changes in mobility trends (Lyft/Uber, bikeshare, etc.)
- Public Art
- Secure bicycle parking with room to grow with demand
- Crime Prevention Through Environmental Design (CPTED)



Irvington BART Station

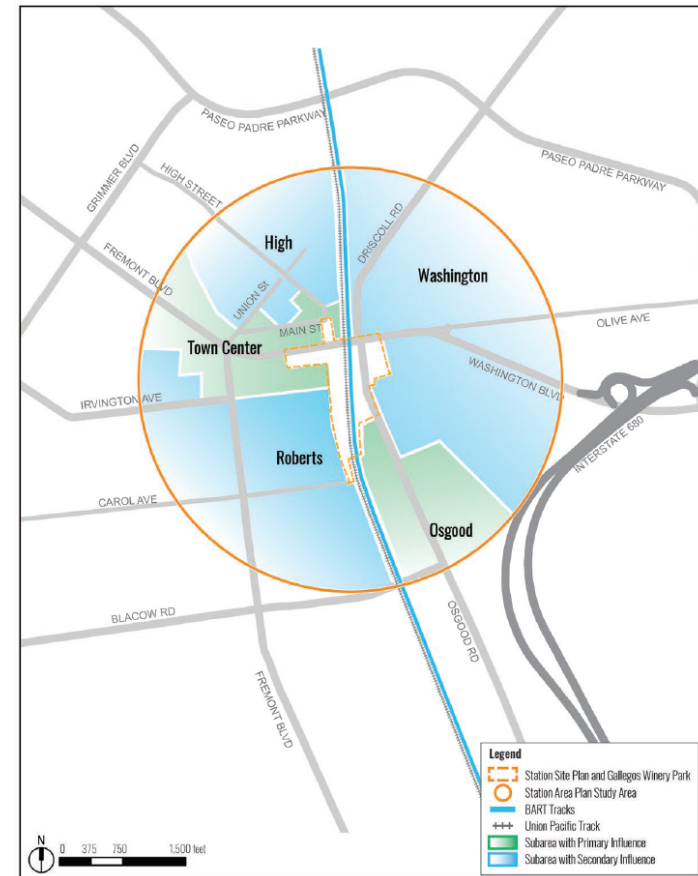
Station Area Plan – Overview

2011 City of Fremont Land Use Actions

- Adopts General Plan update with TOD Overlay
- New Land Use designations
- Irvington Community Plan
 - strategies for development of the Irvington District

2019 Station Area Plan (SAP)

- Implements vision set forth in 2011 General Plan
- No new changes in General Plan land use designations or zoning standards
- Access Improvements - Consolidates planned and identifies new access improvements



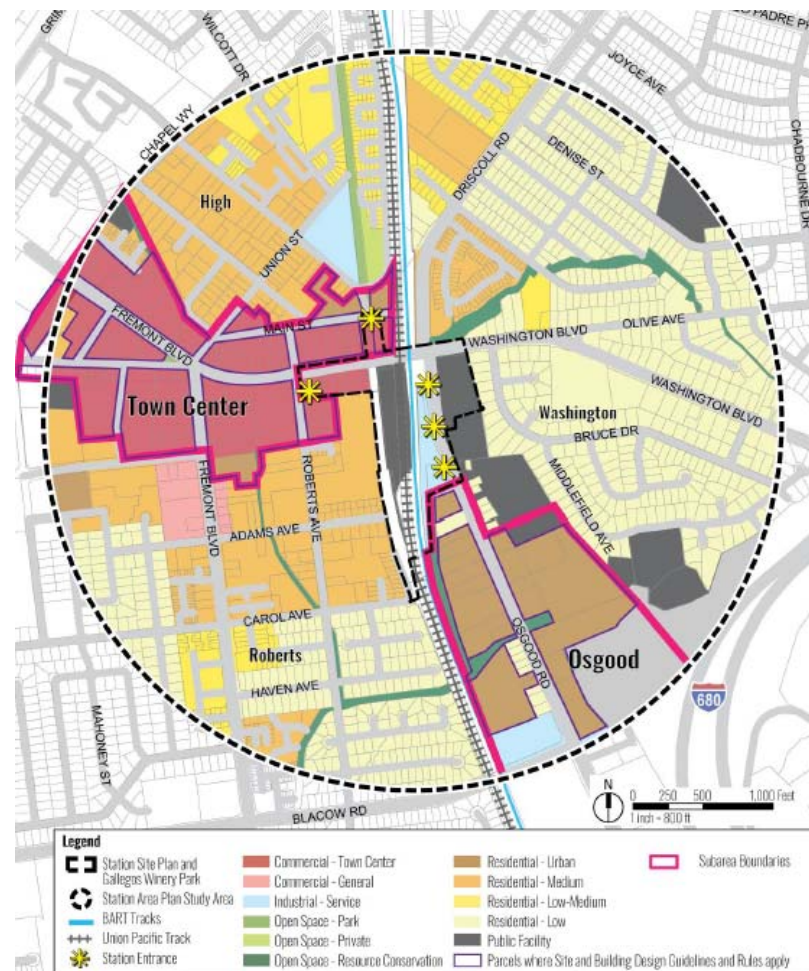
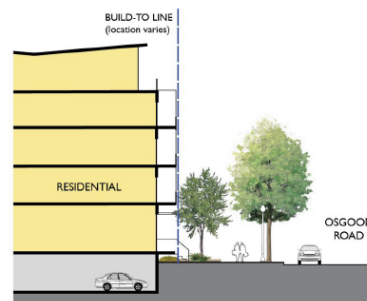


Irvington BART Station

Station Area Plan - Development

New Development Design Rules and Guidelines

- Goal: to ensure future development is architecturally attractive and context sensitive
- Apply to “Primary Areas of Influence”
 - Parcels within TOD Overlay designated “Residential: Urban” (dark brown) or “Commercial-Town Center” (dark pink)
- Address existing allowable land use intensity
 - 65' max height
 - ~30-70 DUs/Acre, 1 parking space/DU min

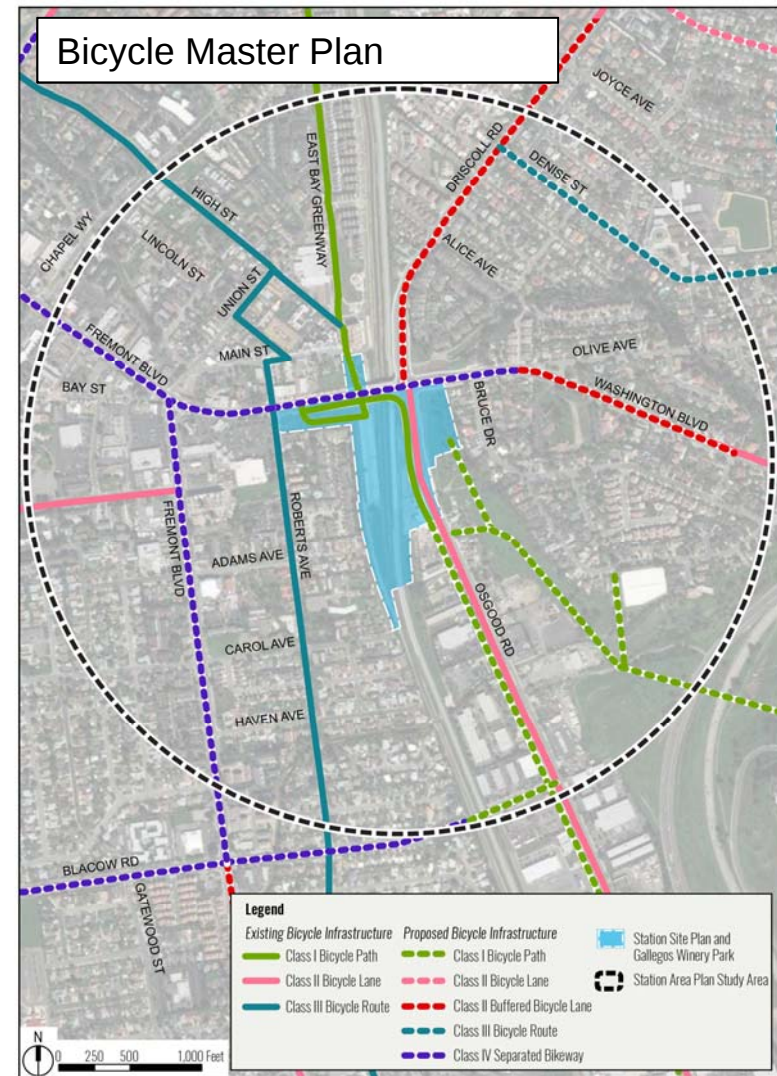
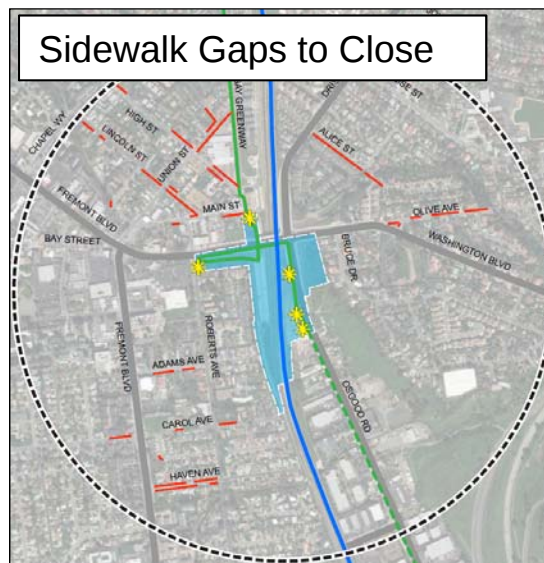




Irvington BART Station

Station Area Plan - Access

- **Goal:** Improve connectivity to the station and increase BART ridership
- Identifies access improvements from adopted plans & proposes additional improvements
- Implementation with mix of private & public investment, some additional public investment may be needed to close sidewalk gaps
- Minimize parking impacts through RPP



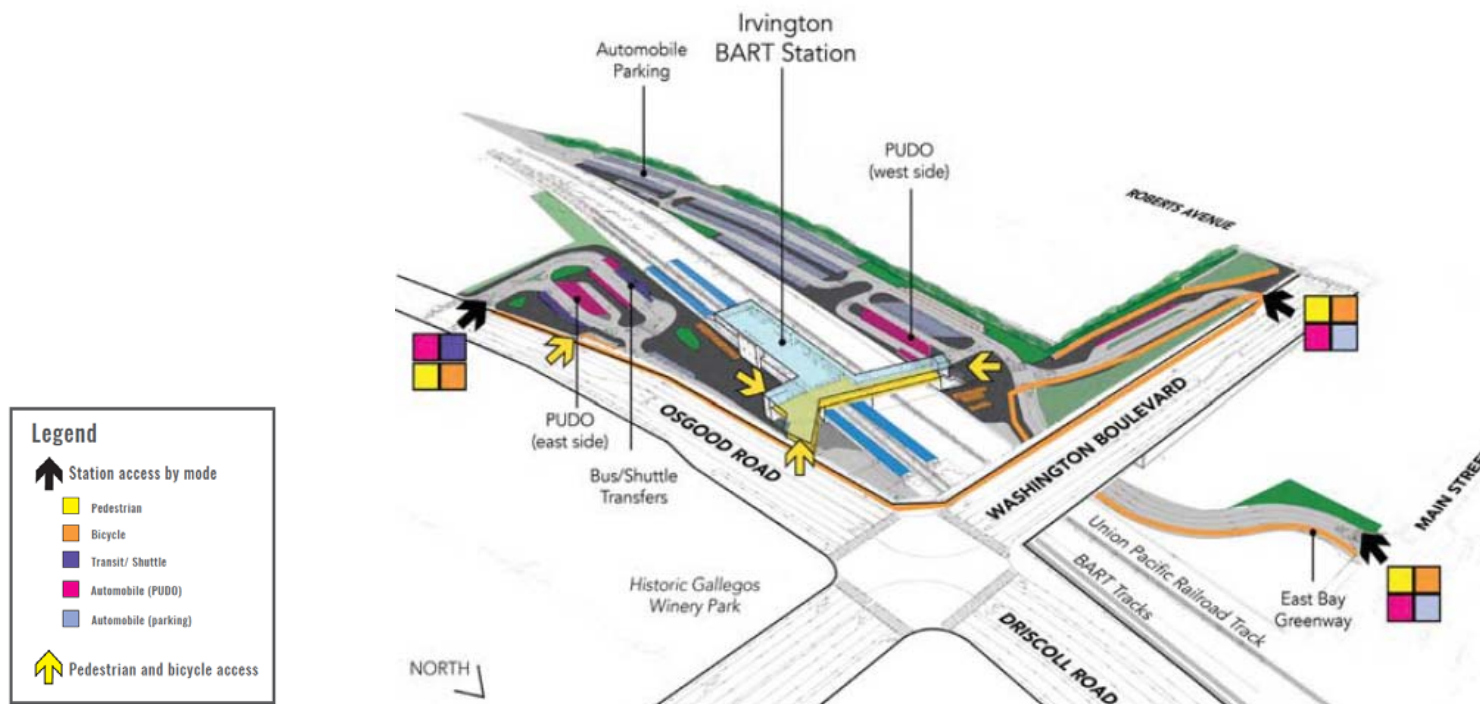


Irvington BART Station

CEQA Addendum

BART Board Action - Summer 2019

- Consider WSX EIR, WSX SEIR, and Irvington Addendum
- Adopt findings of the Addendum
- Approve the 2019 Irvington Station modifications





Irvington BART Station

Next Steps & Funding

1. Board Action: Adopt WSX CEQA Addendum & Approve Irvington modifications (Summer 2019)
2. City of Fremont Action: Adopt Station Area Plan (Summer 2019)
3. BART begins Phase 2: Design and Property Appraisals
 - ACTC Funding Agreement with BART executed April 2019
 - Contracting underway to design a world-class BART station
4. BART to execute Irvington Comprehensive Agreement with City of Fremont
5. Projected funding shortfall - ~\$60 million (prelim est.)
 - **Fremont responsible for securing funding, with BART advocacy assistance**
 - Project may be phased if remaining funding isn't found in time

Phase	Phase Name	ACTC Request (millions)	ACTC Funding Agreement
1	Scoping/Planning/Environmental	2.75	Fremont
2	Design (Preliminary & Final)	16.45	BART
3	ROW Acquisition	100.80	BART
4	Construction		BART
Total Available Funding (Measure BB)		120	



Irvington BART Station

Project Timeline



Board Info



Board Action

