

ATTACHMENT A: INFORMATIONAL BOARDS

1. Welcome Boards
2. Station Site Plan Boards
3. Station Area Plan Boards
4. Mobility and Access Boards

1. Welcome Boards

- Welcome to the Irvington BART Station Community Open House
- Irvington BART Station Timeline

Welcome to the Irvington BART Station Community Open House!

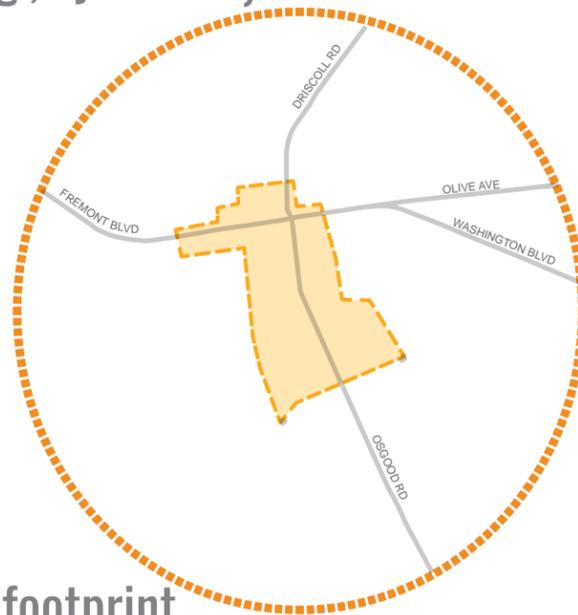
Tonight we hope you:

- Learn about the planning and design process for the Irvington BART station
 - Share your knowledge of the area
- Share your ideas and concerns for the station and neighborhood
 - Learn how to stay involved

What is a Station Site Plan?

The Station Site Plan will:

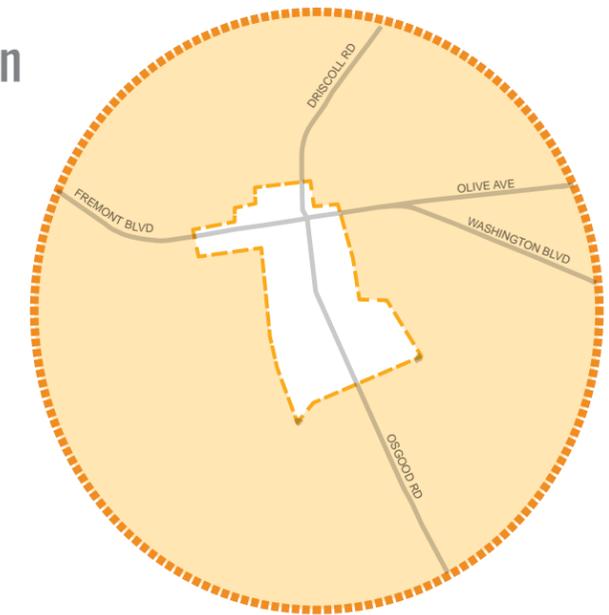
- Design on-site circulation and access for pedestrians, bikes, vehicles, buses, and shuttles
- Locate on-site multi-modal loading/unloading areas for buses, shuttles, and rideshare (e.g., Lyft/Uber)
- Provide a plan for station components:
 - parking (how much/where)
 - concourse access structures
 - utilities
 - passenger amenities
- Assess the space needed for all station components and determine the size of the station footprint



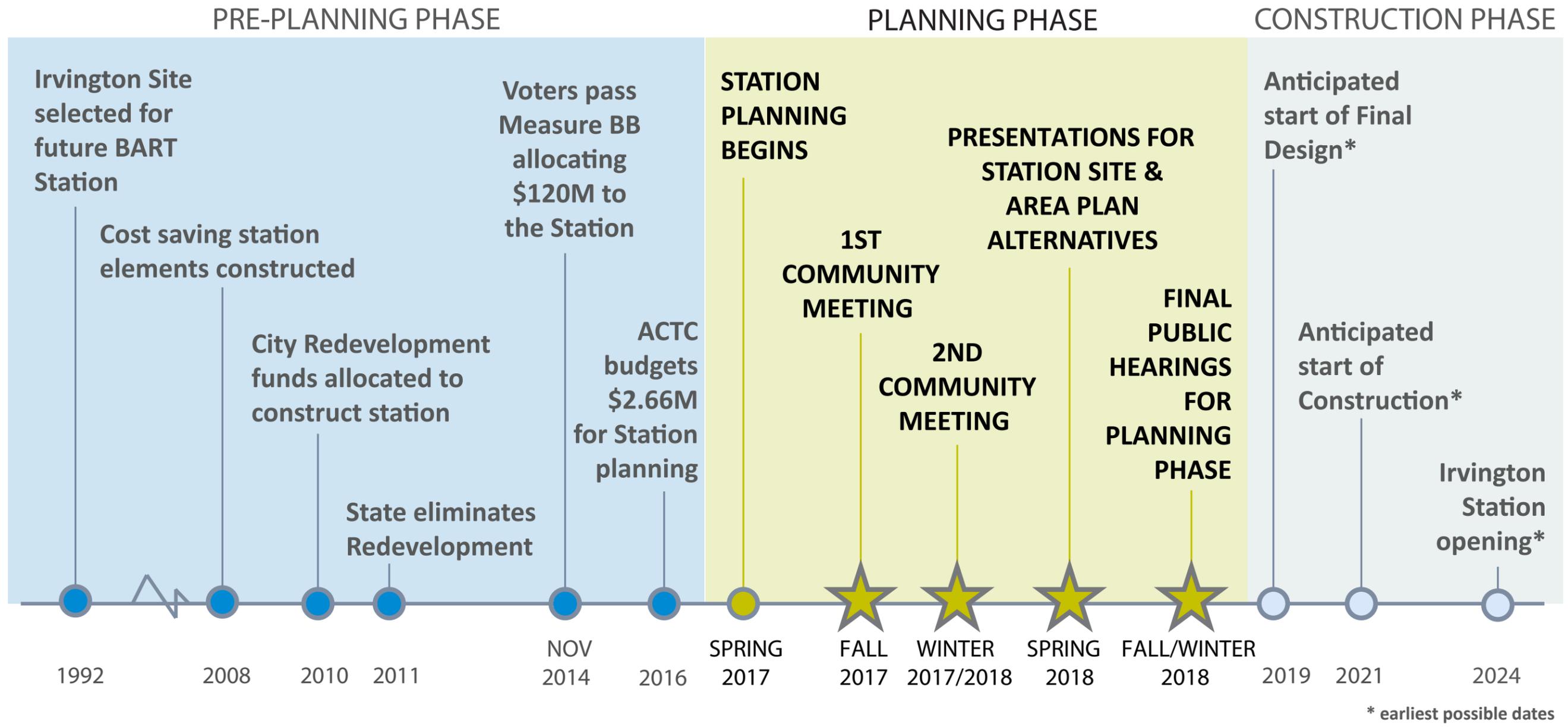
What is a Station Area Plan?

The Station Area Plan will:

- Provide a framework to help future development integrate with the station and surrounding area
- Plan for transportation and other infrastructure improvements throughout the plan area
- Implement the vision identified in the City's General Plan
- Identify opportunities to improve bicycle and pedestrian circulation to and from the station
- Recommend measures to minimize adverse impacts associated with the station



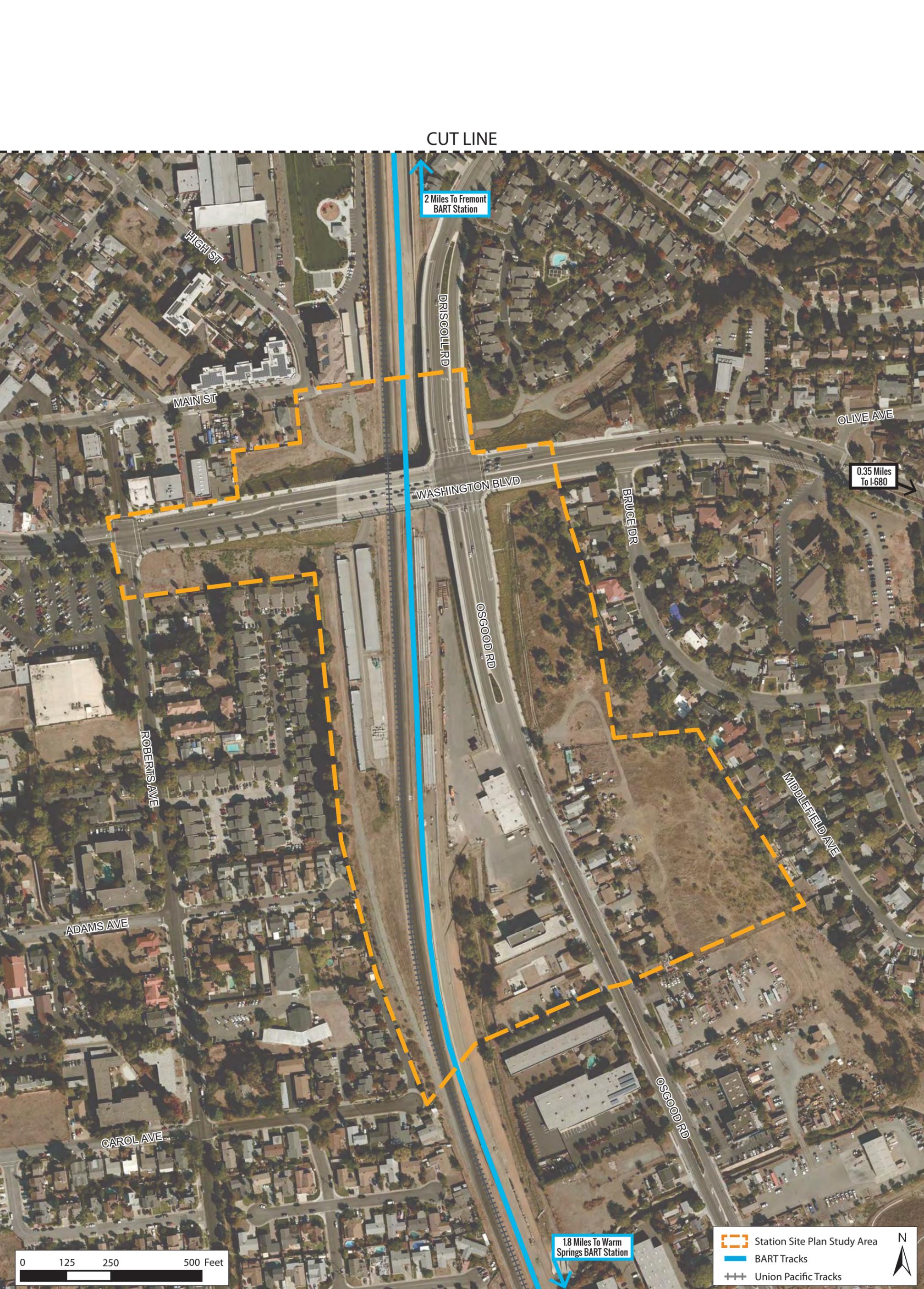
CUT LINE



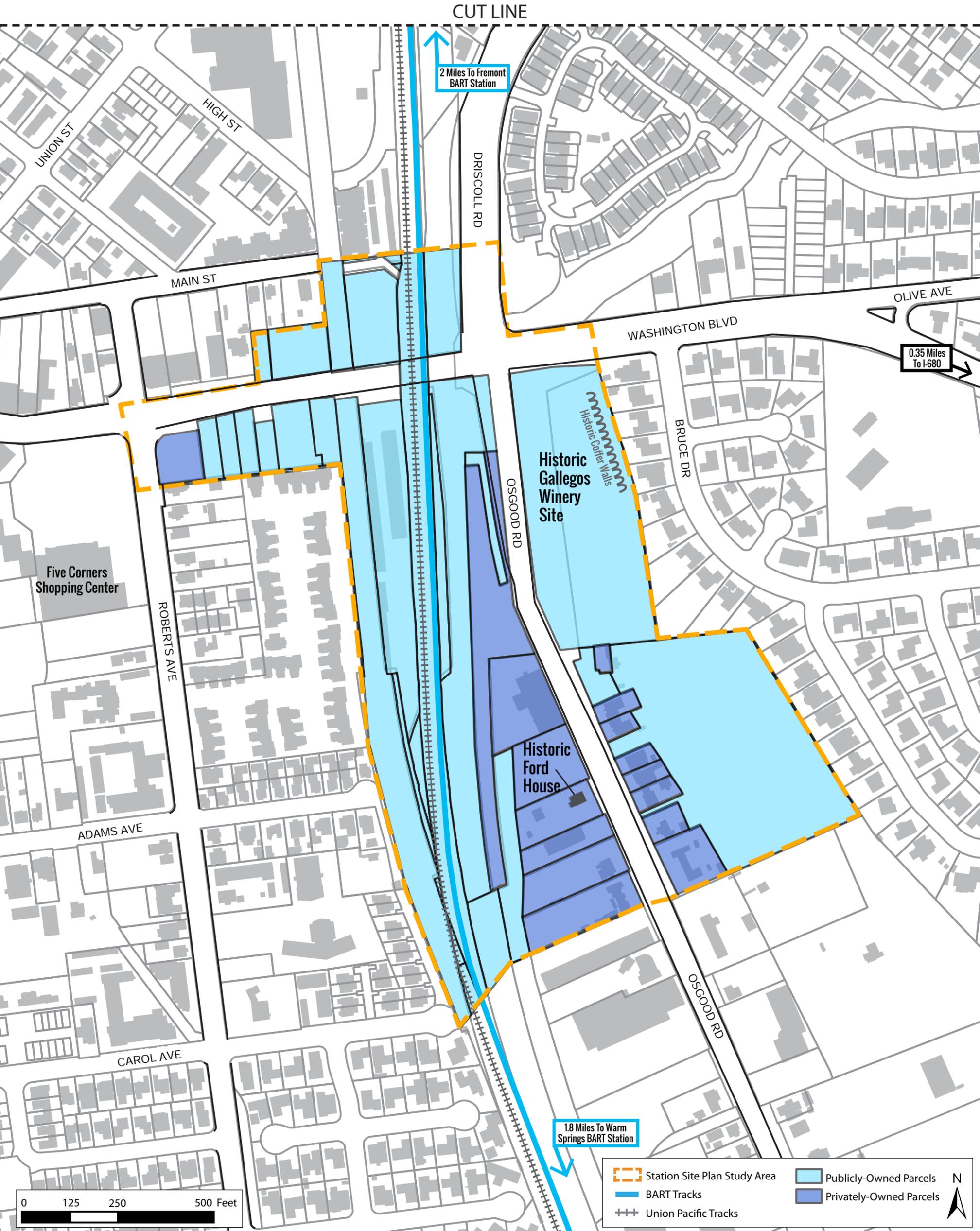
CUT LINE

2. Station Site Plan Boards

- Station Site Study Area
- Property Ownership
- Existing Conditions
- BART Station Access Policy



Station Site Study Area



0 125 250 500 Feet

Station Site Plan Study Area	Publicly-Owned Parcels	
BART Tracks	Privately-Owned Parcels	
Union Pacific Tracks		

Property Ownership



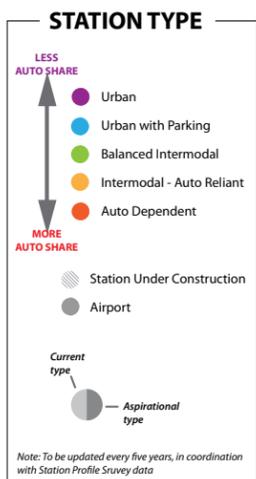
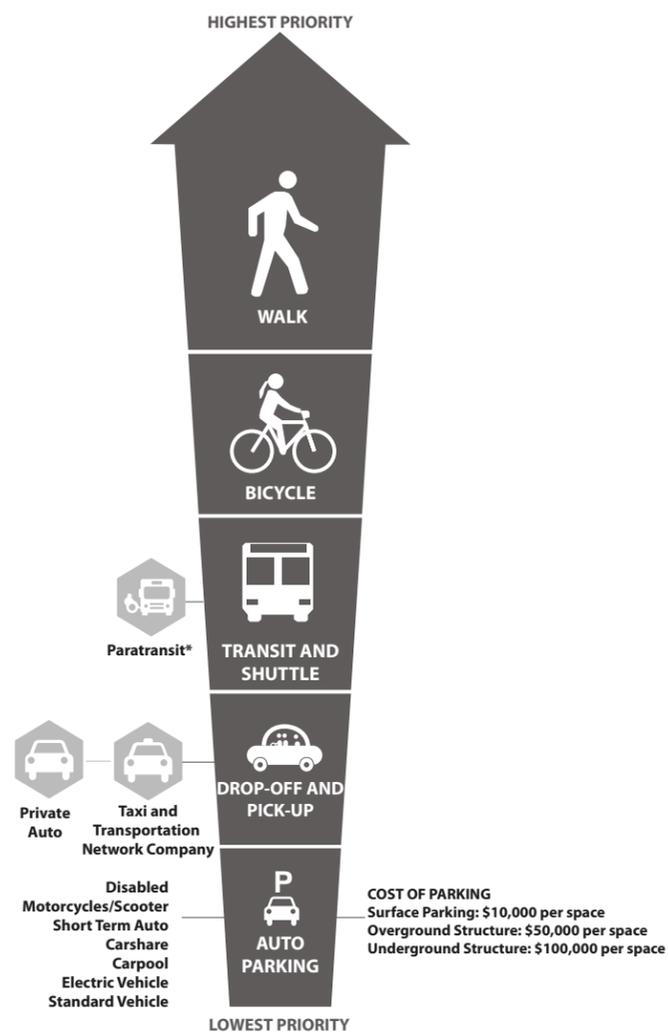
CUT LINE

VISION

For more than 40 years, the San Francisco Bay Area Rapid Transit District (BART) has been a steward of major public investment to connect people and places. The BART Station Access Policy is designed to support the broader livability goals of the Bay Area, reinforce sustainable communities, and enable riders to get to and from stations safely, comfortably, affordably, and cost-effectively.

BART Station Access Policy Goals:

- A. Safer, Healthier, Greener.** Advance the region's safety, public health, and greenhouse gas (GHG) and pollution-reduction goals.
- B. More Riders.** Invest in station access to connect more riders cost-effectively, especially where and when BART has available capacity.
- C. More Productive and Efficient.** Manage access investments, programs, and current assets to achieve goals at the least cost.
- D. Better Experience.** Be a better neighbor, and strive for an excellent customer experience, including on the first and last mile of the trip to and from BART stations.
- E. Equitable Services.** Invest in access choices for all riders, particularly those with the fewest choices.
- F. Innovation and Partnerships.** Be an innovation leader, and establish durable partnerships with municipalities, access providers, and technology companies.



STATION TYPE	PRIMARY INVESTMENTS	SECONDARY INVESTMENTS	ACCOMMODATED	NOT ENCOURAGED
URBAN	Walk, Bicycle	Transit and Shuttle	Taxi and TNC, Drop-Off and Pick-Up	Auto Parking**
URBAN WITH PARKING	Walk, Bicycle	Transit and Shuttle	Taxi and TNC, Drop-Off and Pick-Up	Auto Parking**
BALANCED INTERMODAL	Walk, Bicycle	Transit and Shuttle, Drop-Off and Pick-Up	Taxi and TNC, Auto Parking**	
INTERMODAL/AUTO RELIANT	Walk	Bicycle, Drop-Off and Pick-Up, Transit and Shuttle	Taxi and TNC, Auto Parking**	
AUTO DEPENDENT	Walk	Bicycle, Drop-Off and Pick-Up, Auto, Transit and Shuttle	Taxi and TNC	

Primary Investment: BART will prioritize investments of funds and staff time on and off of BART property, consistent with access goals; priority projects best achieve policy goals, focus on safety and sustainability.

Secondary Investment: BART will invest funds and staff time on and off of BART property, consistent with policy goals; secondary investments balance policy goals.

Accommodated: BART will maintain and manage existing assets, and partner with other access providers as needed.

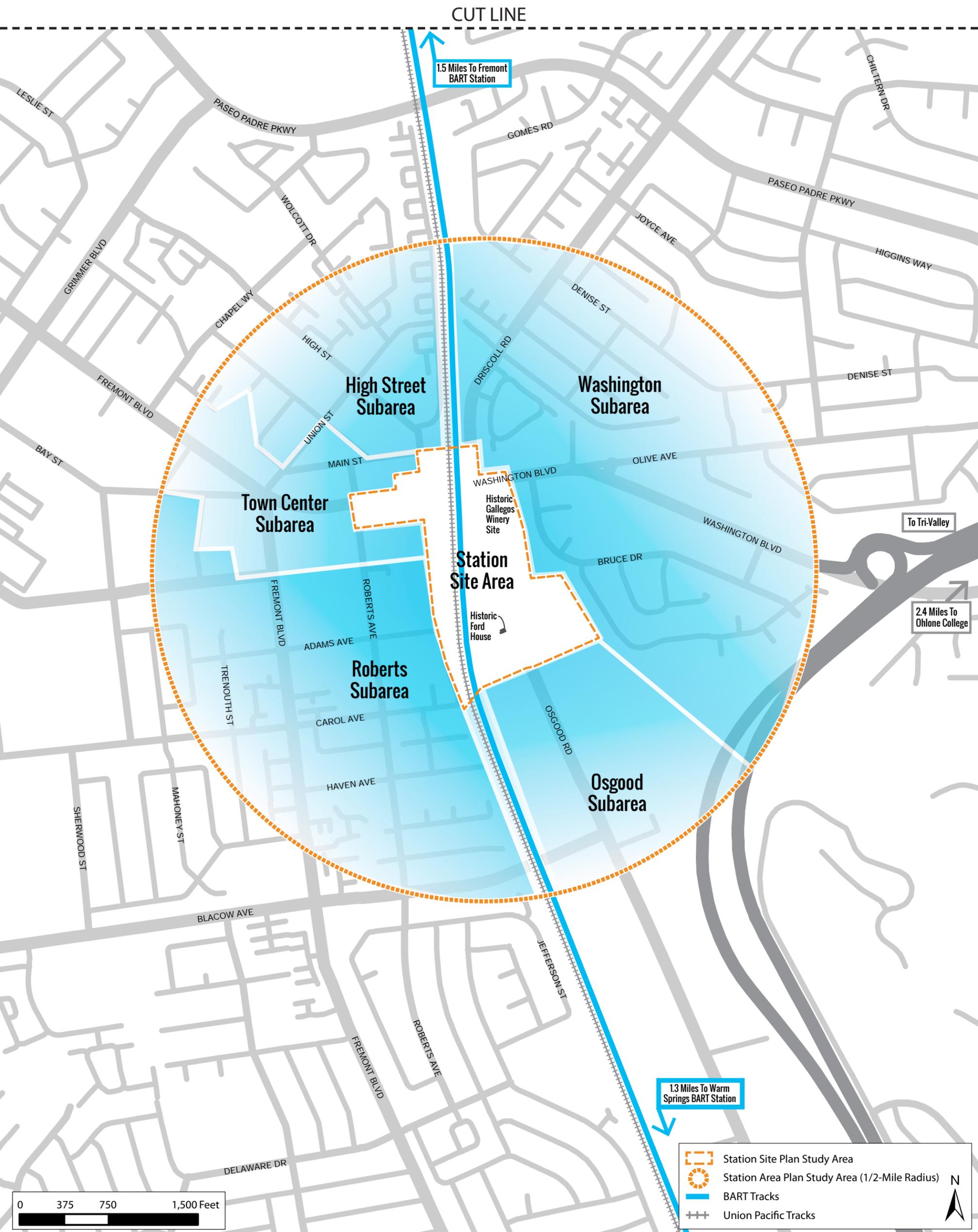
Not Encouraged: BART will not invest in construction of parking expansion.

Notes:
 All stations must always remain readily accessible to and usable by persons with disabilities.
 TNC is for Transportation Network Company (shared used mobility)
 **All stations must be paratransit accessible.
 **Parking management is a secondary investment at all stations with parking; Parking replacement for transit-oriented development to be determined by BART's Transit-Oriented Development Policy.

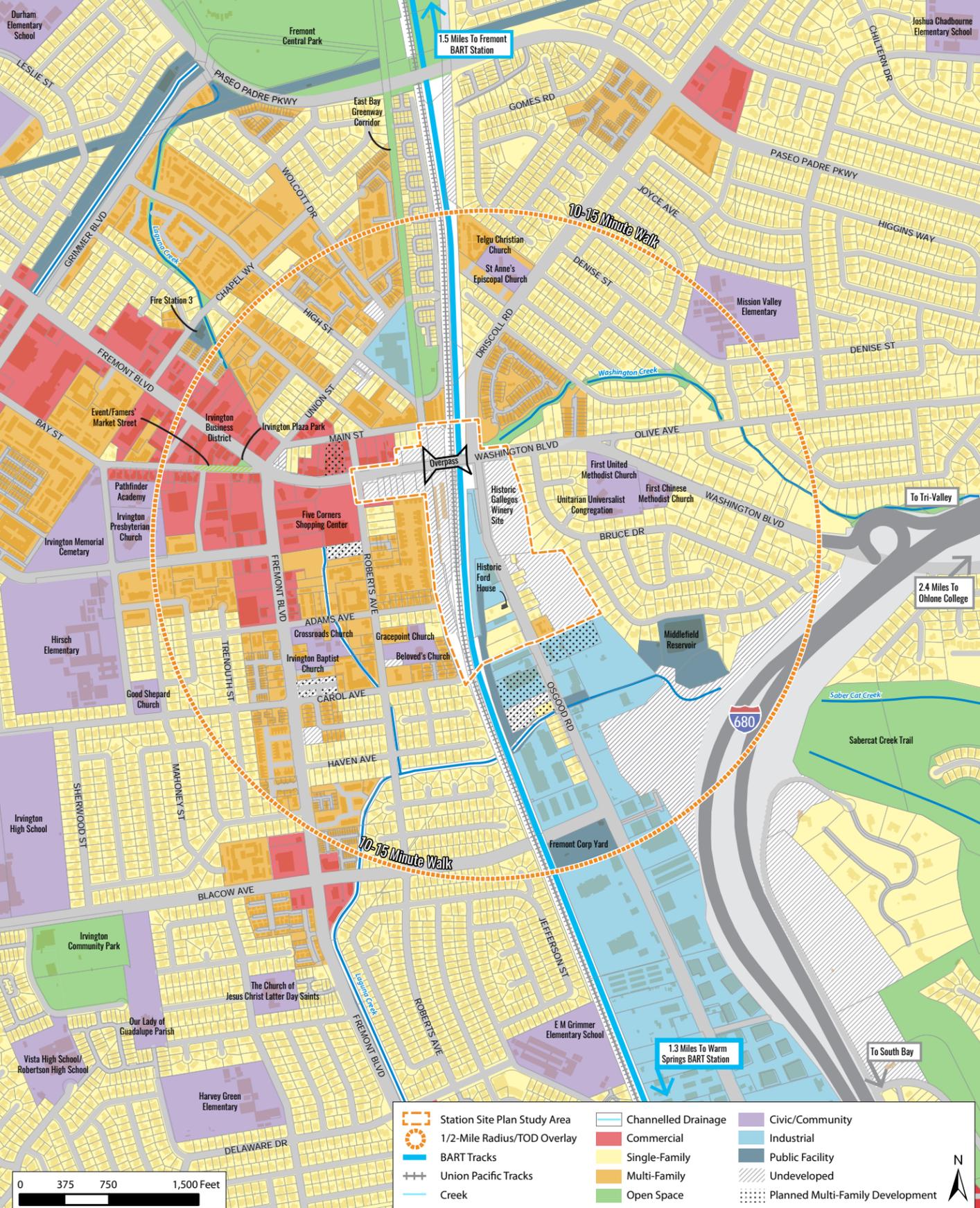
BART Station Access Policy

3. Station Area Plan Boards

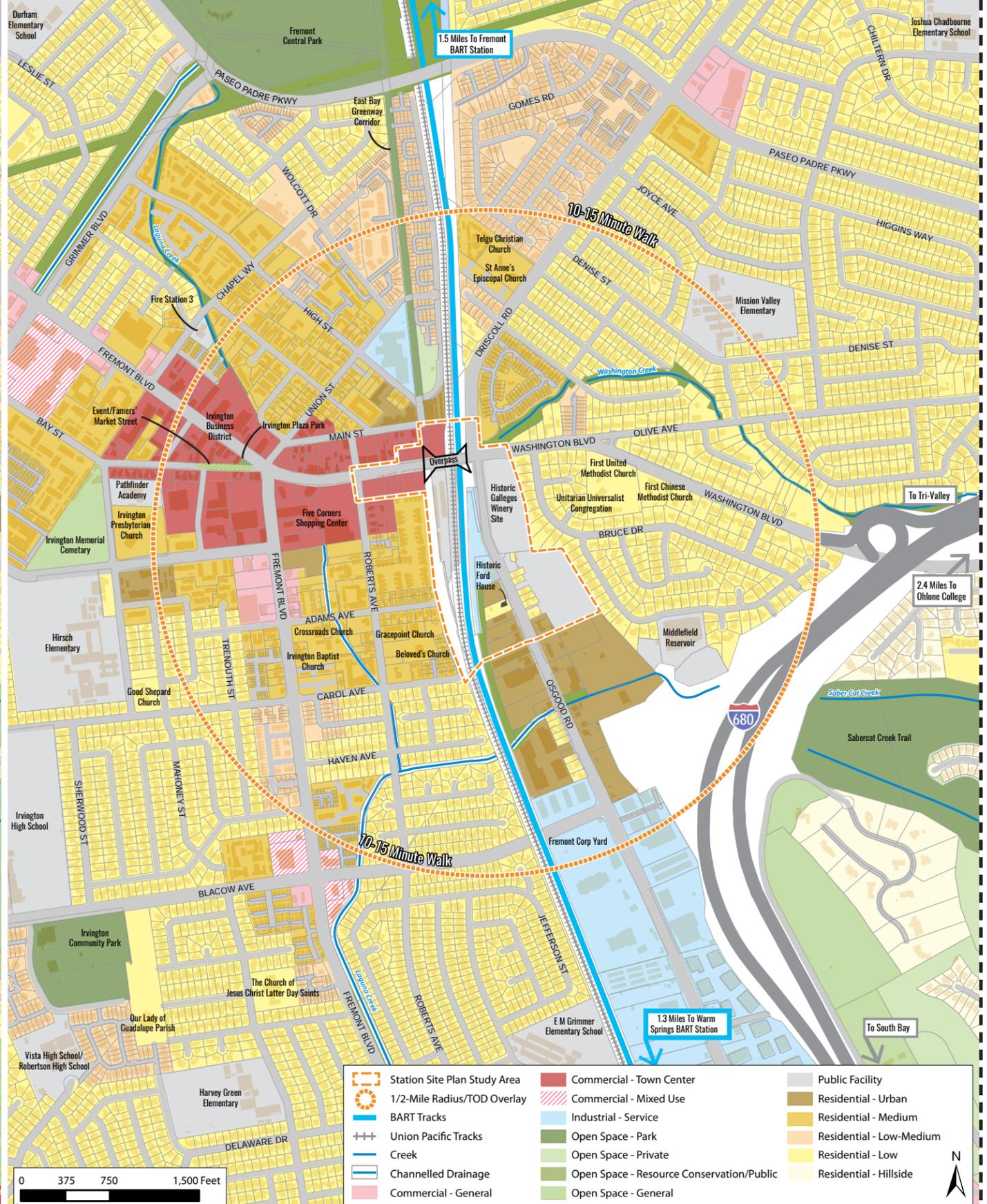
- Station Area Plan Subareas
- Land Uses
- Planned Development



Station Area Plan Subareas



Existing Land Uses

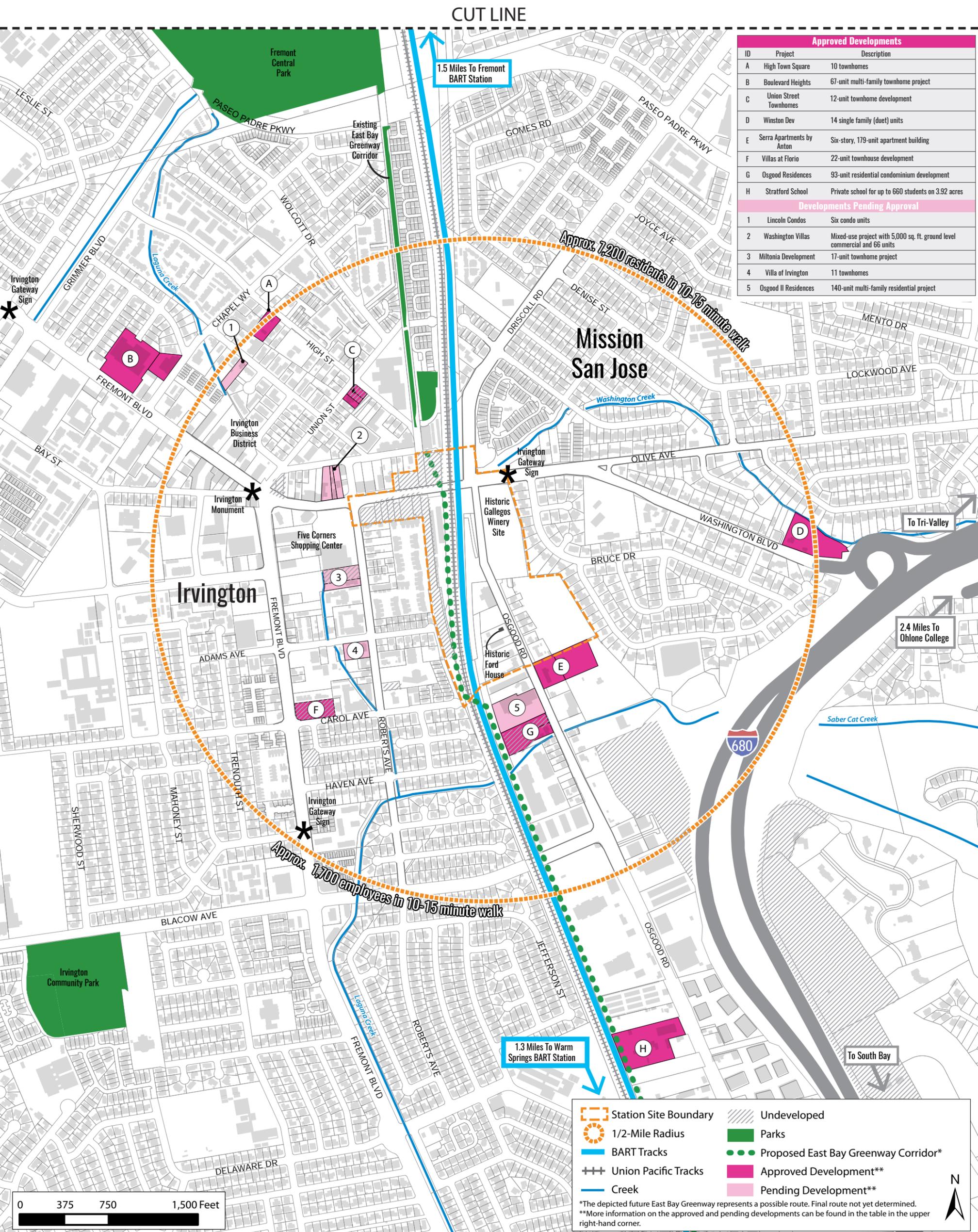


General Plan Land Use Designations

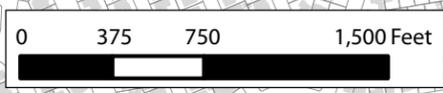
Land Uses

Source: Urban Planning Partners Field Survey, 2017

Source: City of Fremont General Plan, 2011



Approved Developments		
ID	Project	Description
A	High Town Square	10 townhomes
B	Boulevard Heights	67-unit multi-family townhome project
C	Union Street Townhomes	12-unit townhome development
D	Winston Dev	14 single family (duet) units
E	Serra Apartments by Anton	Six-story, 179-unit apartment building
F	Villas at Florio	22-unit townhouse development
G	Osgood Residences	93-unit residential condominium development
H	Stratford School	Private school for up to 660 students on 3.92 acres
Developments Pending Approval		
1	Lincoln Condos	Six condo units
2	Washington Villas	Mixed-use project with 5,000 sq. ft. ground level commercial and 66 units
3	Miltonia Development	17-unit townhome project
4	Villa of Irvington	11 townhomes
5	Osgood II Residences	140-unit multi-family residential project

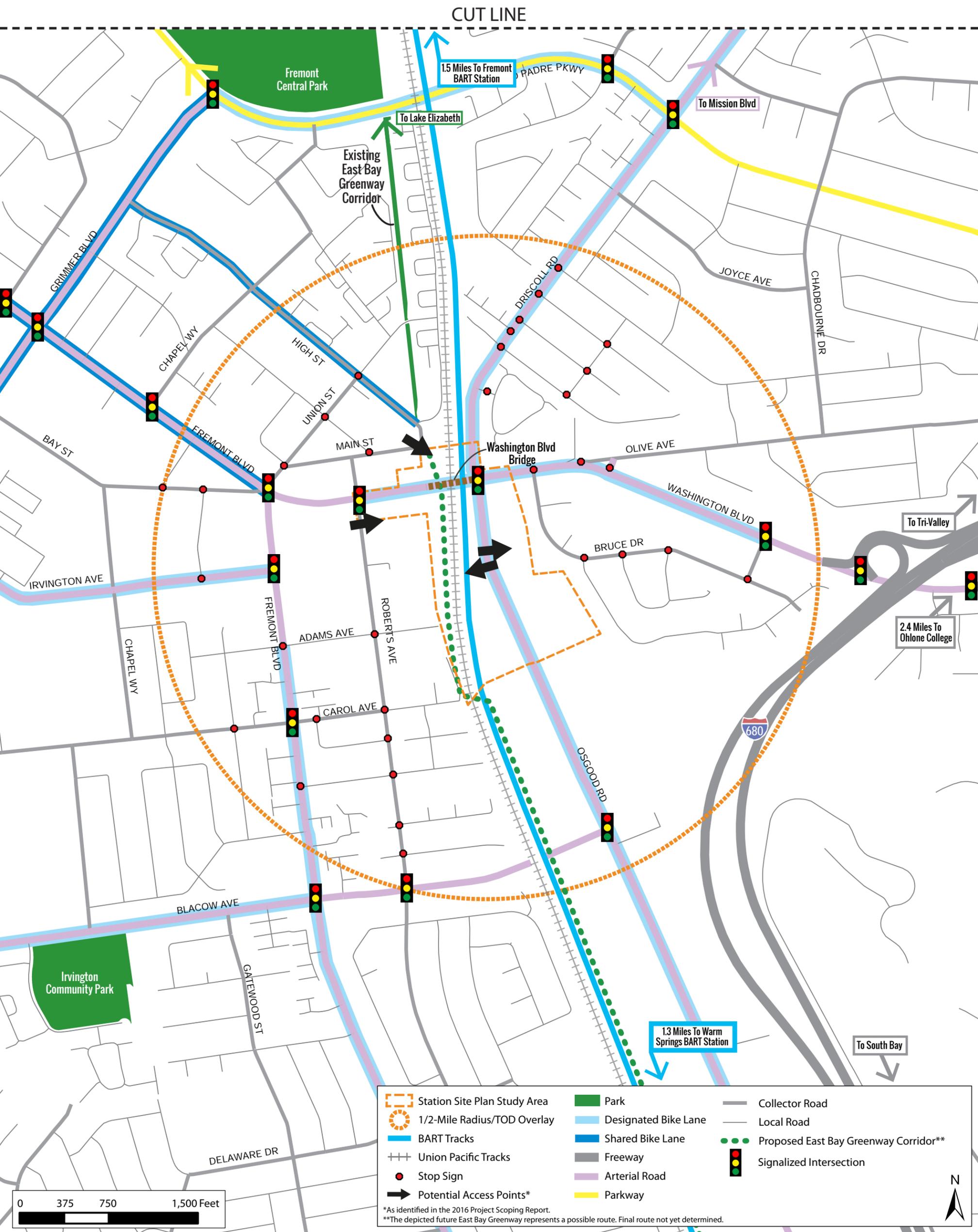


 Station Site Boundary
 1/2-Mile Radius
 BART Tracks
 Union Pacific Tracks
 Creek
 Undeveloped
 Parks
 Proposed East Bay Greenway Corridor*
 Approved Development**
 Pending Development**

*The depicted future East Bay Greenway represents a possible route. Final route not yet determined.
 **More information on the approved and pending developments can be found in the table in the upper right-hand corner.

4. Mobility and Access Boards

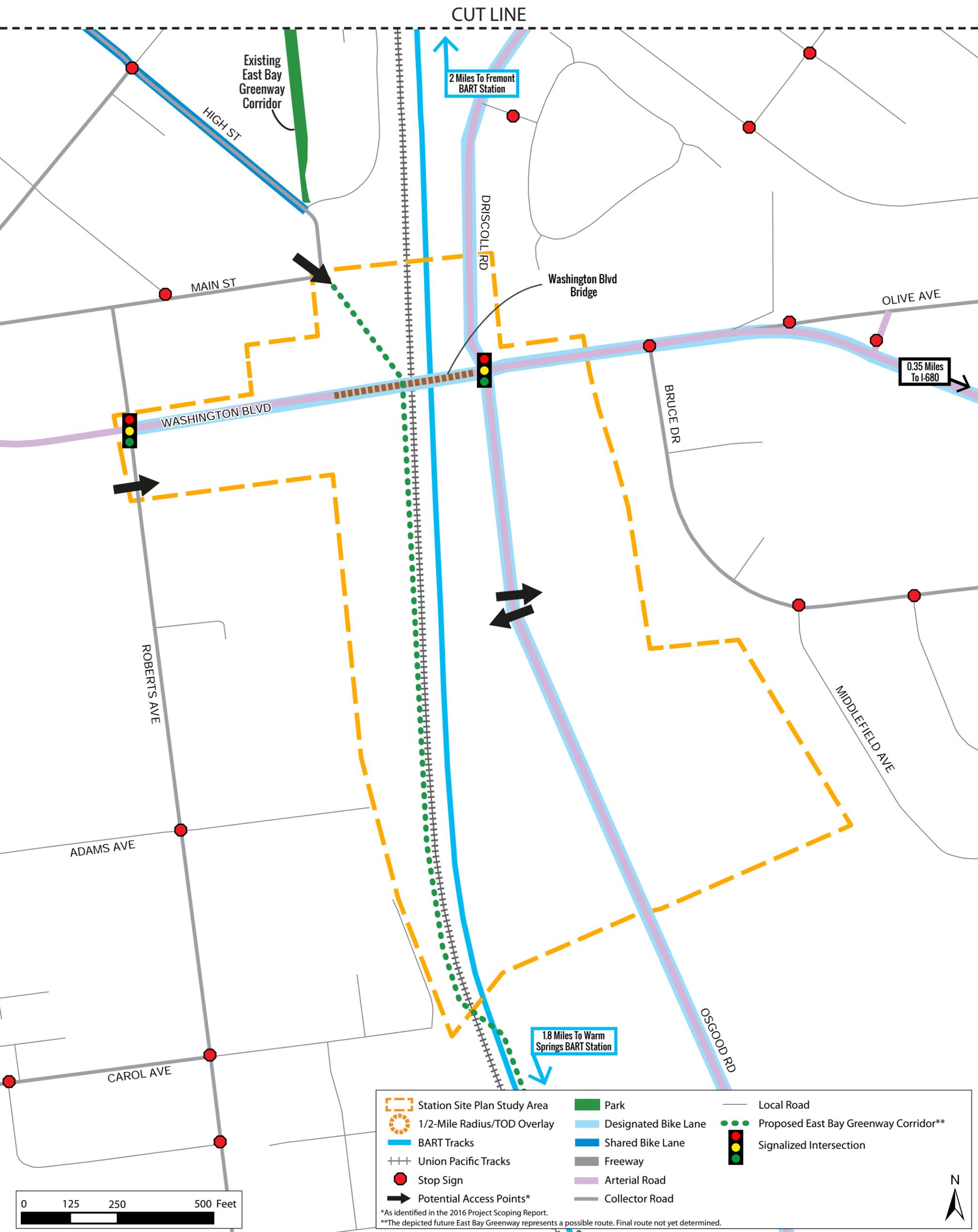
- Station Area Plan Circulation and Access
- Station Site Plan Circulation and Access



Station Site Plan Study Area	Park	Collector Road
1/2-Mile Radius/TOD Overlay	Designated Bike Lane	Local Road
BART Tracks	Shared Bike Lane	Proposed East Bay Greenway Corridor**
Union Pacific Tracks	Freeway	Signalized Intersection
Stop Sign	Arterial Road	
Potential Access Points*	Parkway	

*As identified in the 2016 Project Scoping Report.
 **The depicted future East Bay Greenway represents a possible route. Final route not yet determined.

Circulation and Access



Circulation and Access