

# Irvington BART Station Draft Station Area Plan



City Hall - 3300 Capitol Avenue, Fremont, CA 94538  
April 9, 2019

# Project Team

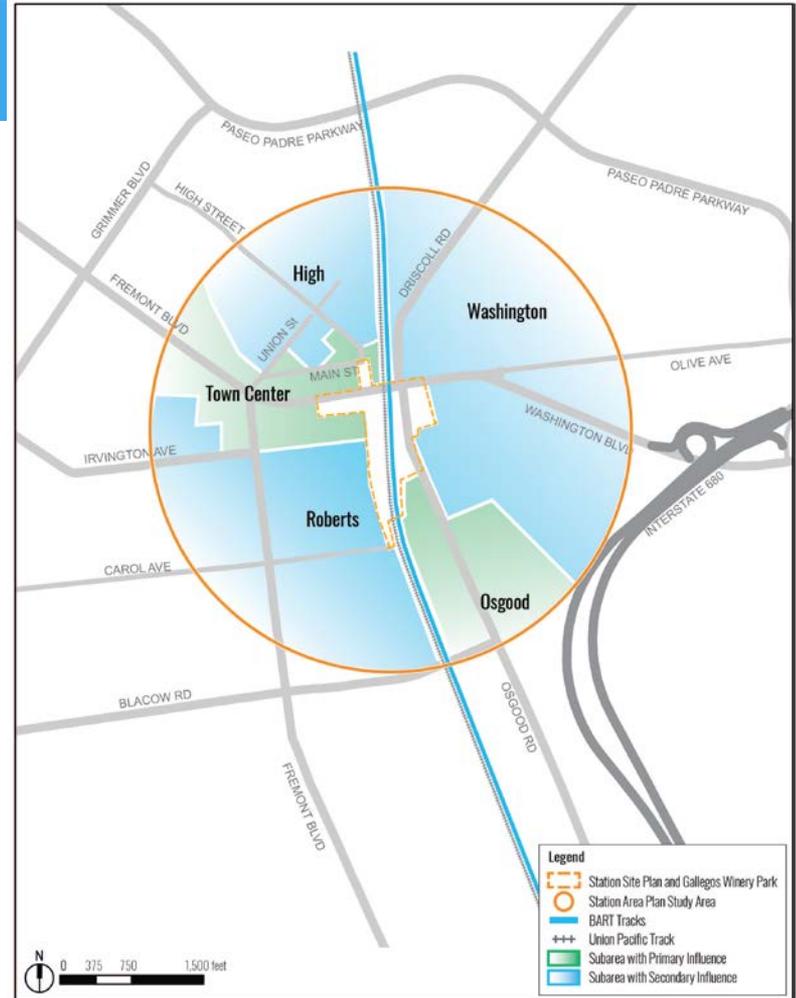


## Consultant Team

Urban Planning Partners | Arup | Urban Field Studio  
Fehr & Peers | Economic & Planning Systems  
PGA Landscape Architects | Siegel and Strain Architects

# Purpose

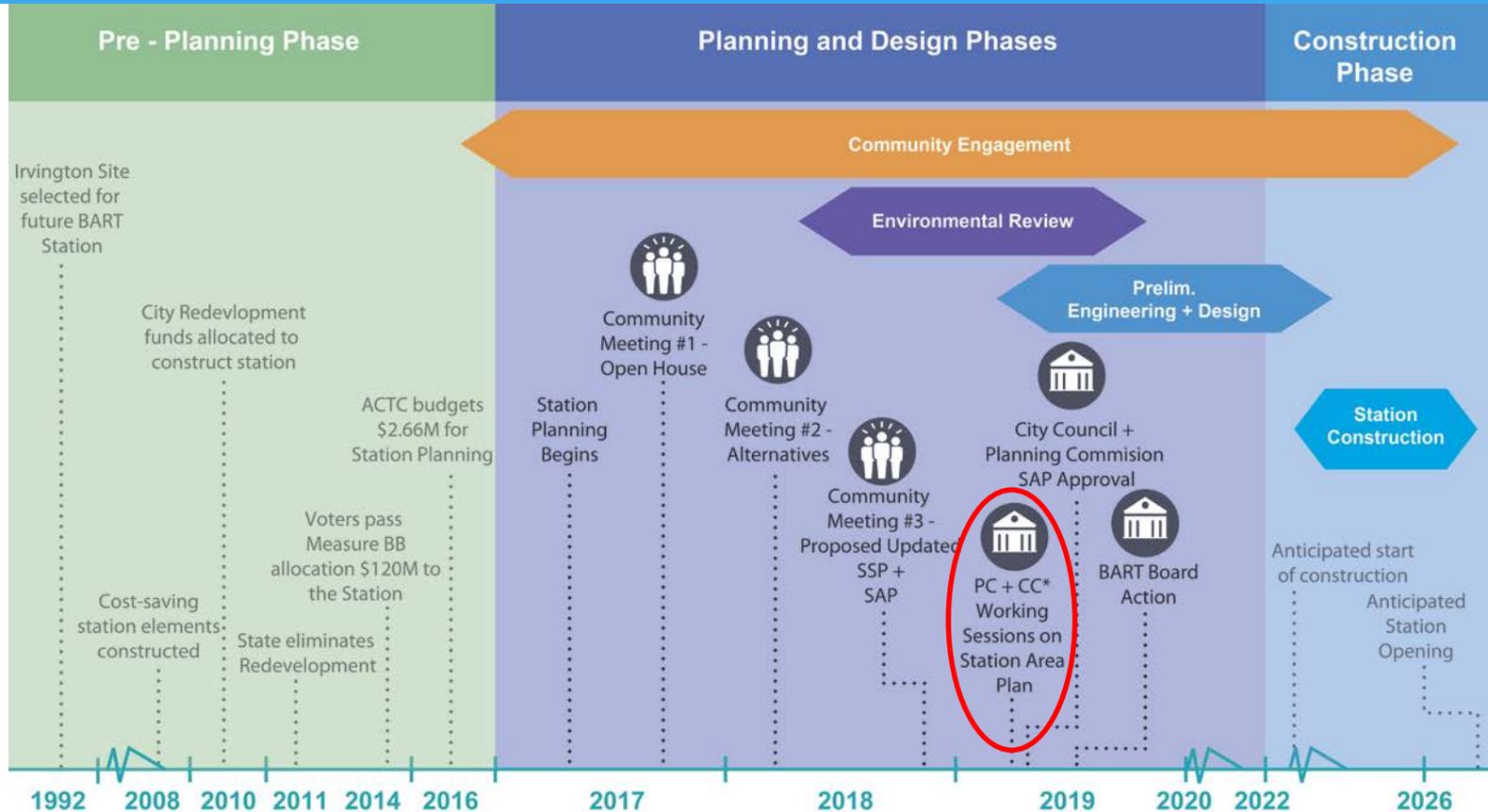
1. Background and History
2. Recommended Station Site Plan and Gallegos Winery Park Design
3. Review Station Area Plan
4. Next Steps in Planning Process
5. Questions and Comments



# Irvington Station History

- Irvington BART Station identified as a community need and incorporated in planning documents and studies for over 25 years
  - 1991 General Plan
  - 2005 Irvington Concept Plan
  - 2011 General Plan Update - Irvington Community Plan
- In 2003, BART Board approved Warm Springs Extension SEIR which included: “Optional” Irvington Station (due to funding constraints) and Initial Station Concept Site Plan
- In 2014, ACTC Measure BB Expenditure Plan included \$120M for Irvington Station
  - In 2016, \$2.66M approved to update Station Site Plan and Station Area Plan

# Timeline



Irvington BART Station Area Plan, City Council Meeting, April 9, 2019

\*Planning Commission/City Council

# Community Engagement Process

## Three Community Meetings

1. Project Introduction (~90 attendees)
2. Station Site Plan Alternatives (~100 attendees)
3. Station Site Plan and Station Area Plan (~60 attendees)

## Stakeholder Meetings

## Informal Outreach

## Online Input

- Two surveys
- Open City Hall



# Community Meetings

1. **Project Introduction (Sept. 2017)**
  - Orient public to the project and the site
  - Gather preliminary feedback
2. **Station Site Plan Alternatives (May 2018)**
  - Present 3 alternatives and gather input to inform the recommended Station Site Plan
3. **Station Site Plan and Station Area Plan (Nov. 2018)**
  - Demonstrate how community feedback was incorporated in recommended Station Site Plan
  - Provide high-level overview of Station Area Plan



# 2003 Concept Site Plan

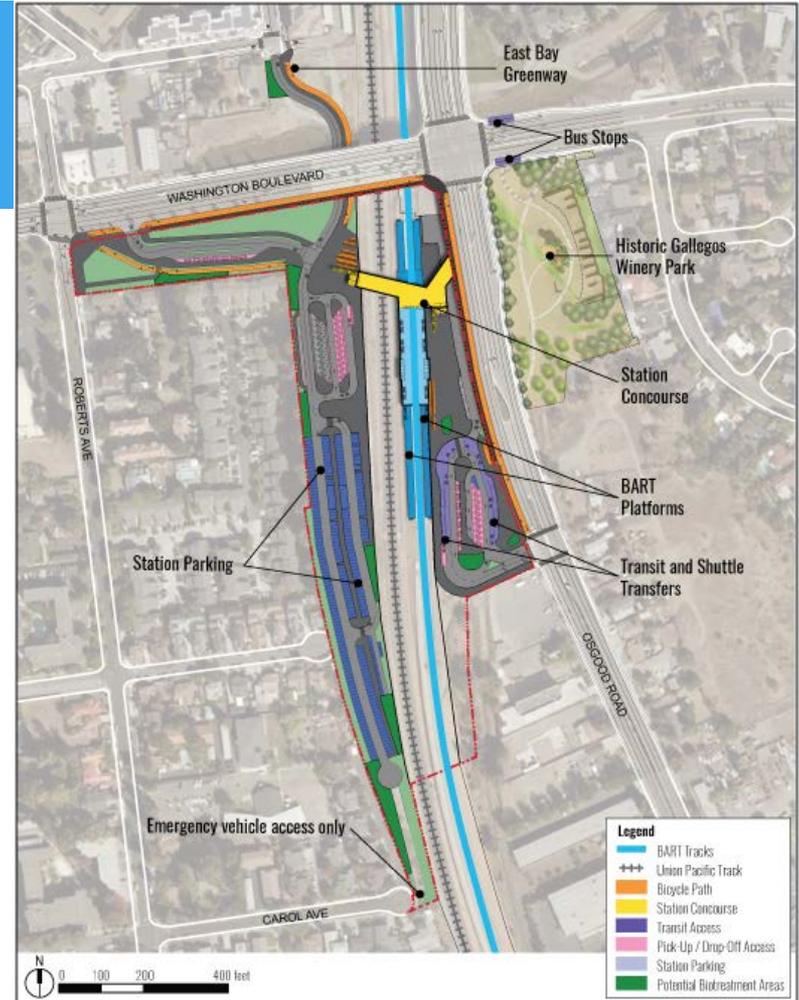
- Previously approved conceptual site plan developed over 15 years ago with the Warm Springs Extension project
- 25 acres
- 925 parking spaces
- 16 private parcels needed to be acquired
- Approved by BART Board in 2003, as part of the Warm Springs Extension





# Recommended Station Site Plan

- Station site entirely west of Osgood Road
- Direct pedestrian access from Osgood sidewalk
- No public access at Adams or Carol Avenues
- 225-275 parking spaces (all on west side of station)
- 3 private parcels required
- Residential Parking Permit Program to be established
- Pick-up and drop-off on both sides of the station



# Why Do We Need A Third BART Station?

- **Converts 1,900 car trips on Fremont streets to BART trips every day**
  - Net daily reduction of 65,700 vehicle miles
  - Majority will be commuting south into Santa Clara County
- **Geographic Size and Population of Fremont**
  - Oakland has 8 stations and only 67% more population and is physically smaller
  - Berkeley has 3 stations with less than half Fremont's population
- **Without Irvington, projected ridership growth at other Fremont stations will be even greater**
  - Ridership at Fremont Station expected to increase 30% and 300% at Warm Springs

# Historic Gallegos Winery Ruins Schematic Plan

- Required as environmental mitigation for the station
- Historic winery wall ruins will be stabilized and preserved
- Public access for passive recreation
- Proposed plan includes:
  - Interpretive panels
  - Seating and bicycle parking
  - Picnic area near historic palm trees
- City-owned and -maintained
- Will be designed to City Park Standards (in hopes of becoming a City Park)



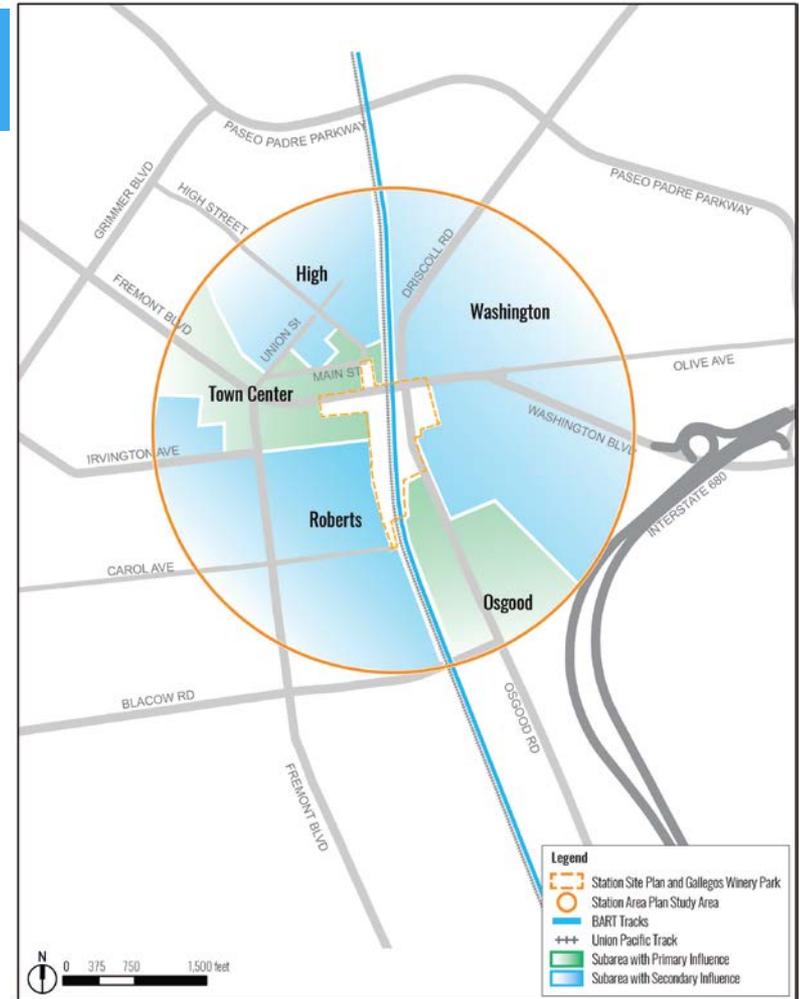
# Station Area Plan Goals

1. Implement General Plan vision
2. Create active streets
3. Provide safe connections
4. Create context-sensitive and TOD design rules and guidelines
5. Improve connection between the BART Station and Five Corners
6. Preserve historic resources
7. Develop parking management strategies and programs



# Station Area Plan Overview

- Improve connectivity to the station and increase BART ridership
- Minimize parking, traffic, and other impacts
- Support high-quality, transit-oriented development
- Primary Areas of Influence
  - Town Center
  - Osgood
- Secondary Areas of Influence
  - Maintain existing residential character
- No changes in General Plan land use designations



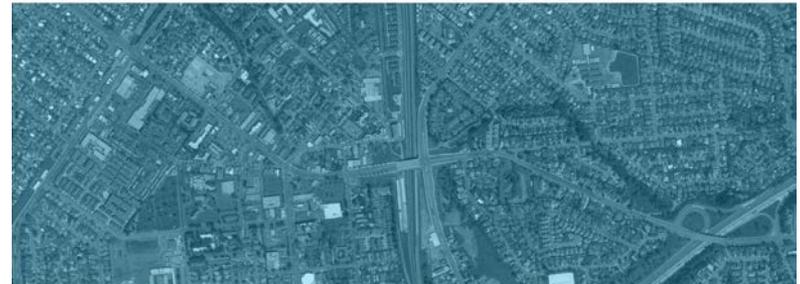
# Station Area Plan

Chapters of the Plan include:

1. Introduction
2. Vision and Goals
3. Access and Mobility
4. Site and Building Design
5. Implementation and Financing Plan



## Irvington BART Station Area Plan DRAFT March 2019



# 1. Introduction

- Sets Plan's purpose and context
- Summarizes community engagement efforts
- Describes Plan organization

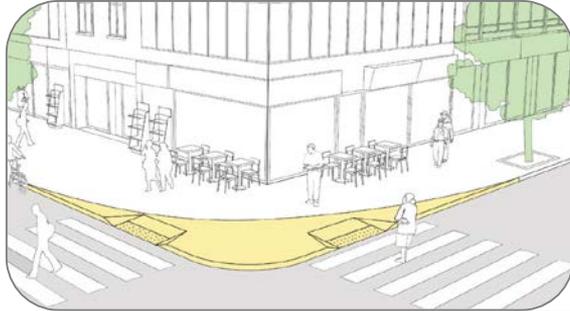


## 2. Vision and Goals

- Primary Areas of Influence envisioned to become “strategically urban,” consistent with current General Plan
- Established neighborhoods will retain their residential character while benefitting from enhanced connectivity to the BART Station
- Improvements in the Plan Area will provide comprehensive, safe, and convenient pedestrian and bicycle access to the station
- Design Guidelines and Rules will ensure future development is architecturally attractive and context sensitive



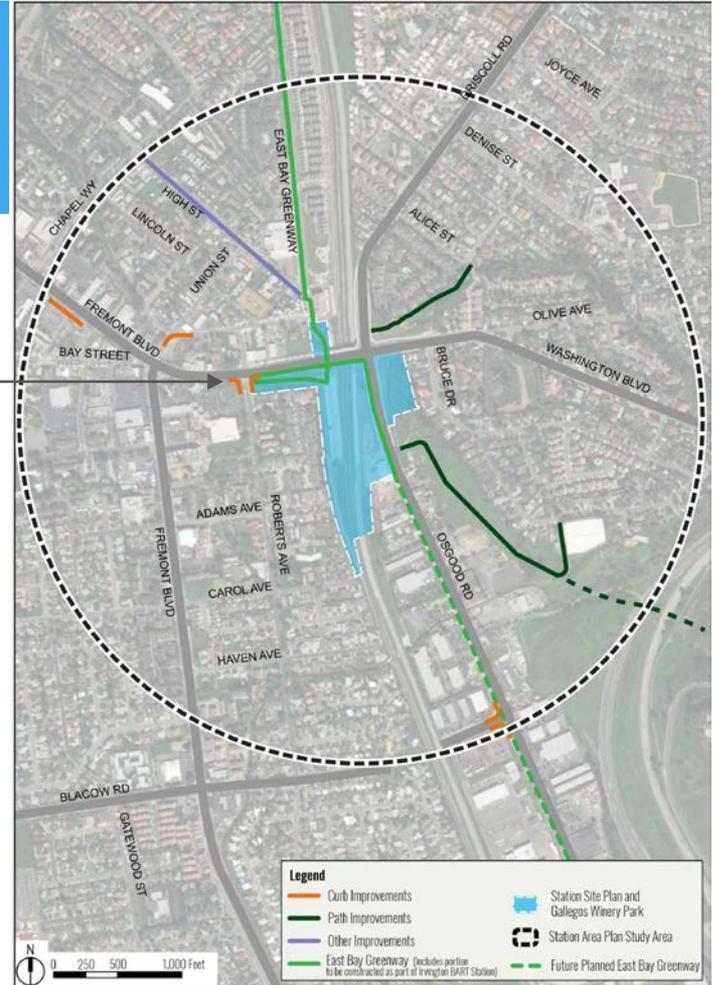
# 3. Access and Mobility: Potential Pedestrian Improvements



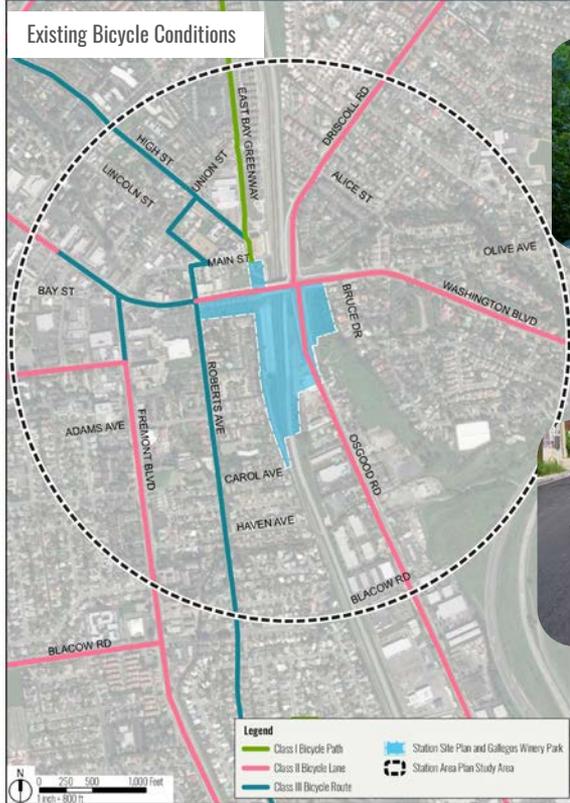
Reduced curb radius



Traffic calming improvements



# 3. Access and Mobility: Bicycle Improvements



Class I Bike Path



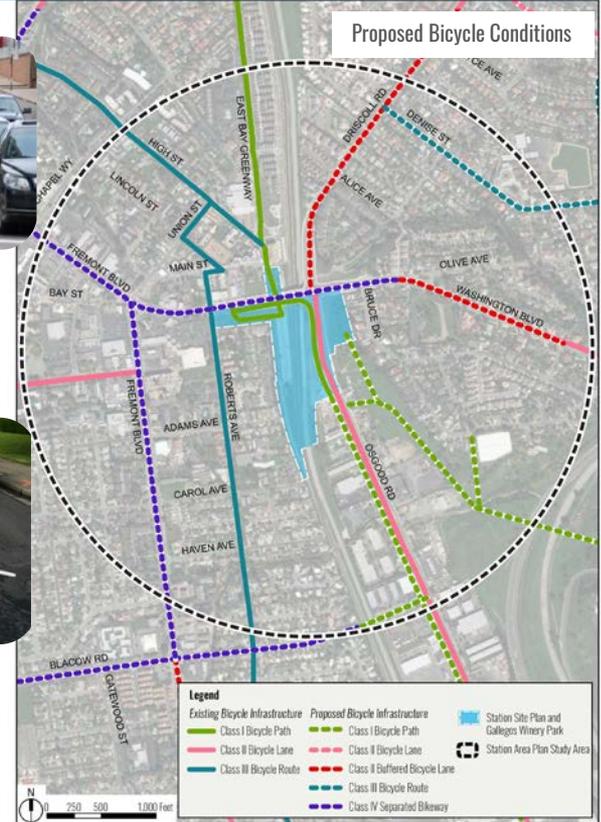
Class IV Separated Bike Lane



Class III Bike Route



Class II Bike Lane (Buffered)



# 3. Residential Parking Permit (RPP) Program

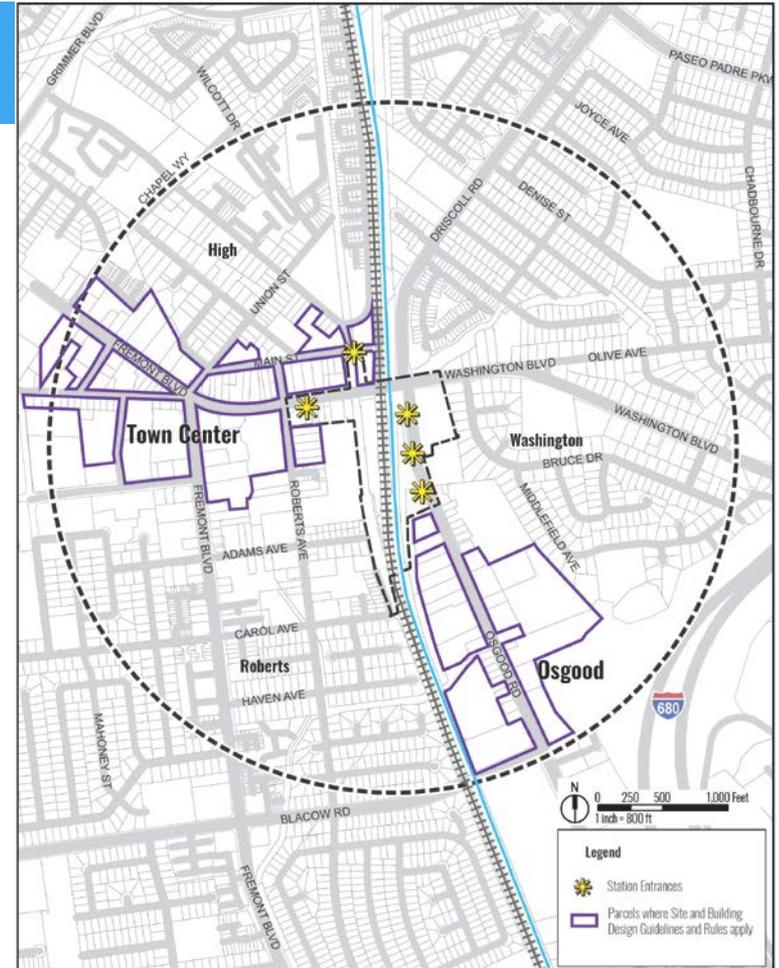
- RPP used around BART Stations in other cities to avoid residential parking problems
- Public Works now developing a Parking Management Program:
  - To manage and enforce city parking facilities
  - To include RPP managed by PW
    - Enforced through PW not PD
- Implemented around Irvington Station prior to opening in 2026
- Will address guest and business parking

Example RPP in Hayward



## 4. Site and Building Design

- A Transit-Oriented Development Overlay (TOD Overlay) applies to areas within a ½ mile of transit stations and affects only the Town Center and Osgood subareas
- The TOD Overlay allows Town Center and Urban Residential zoned properties
- Design Rules and Guidelines address existing allowable land use intensity



# 4. Site and Building Design

- Ensures cohesive development leading up to BART Station entrances
- Addresses the ground floor street frontage and pedestrian realm



*Buildings are set back from the sidewalk to create a landscaped transition zone.*

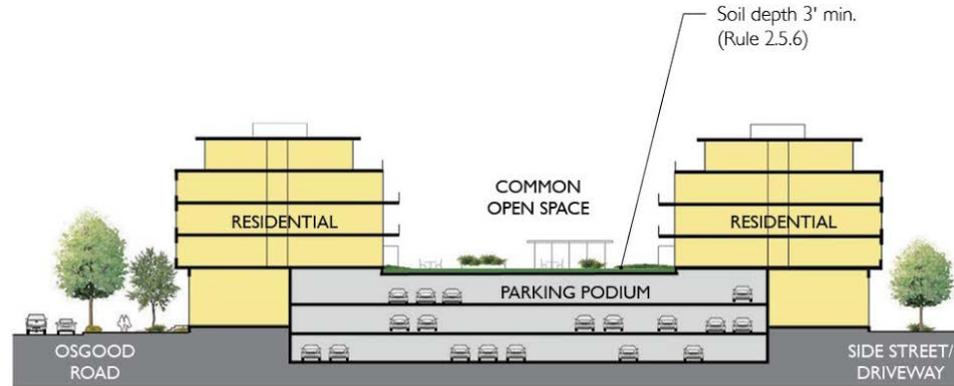
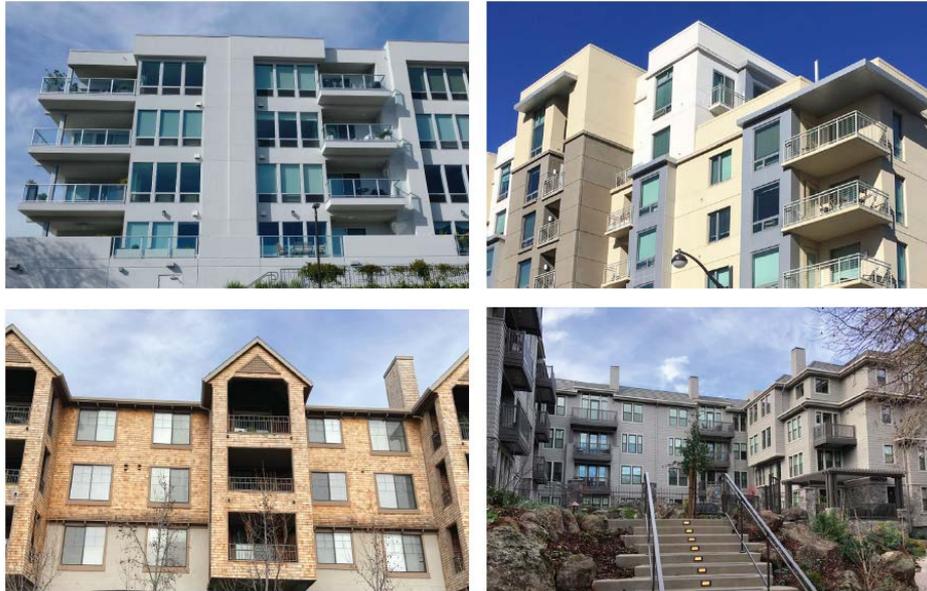
*The entry zone reads as common space with an open lobby and ground floor shared spaces. The subtle use of color helps to indicate the entry.*

*The differentiated bay and balconies indicate individual units and break up the massing.*

*The parking garage adopts a similar design to adjacent units to blend in.*

*Example of well-articulated urban residential building along street frontage.*

# 4. Site and Building Design – Urban Residential



**FIGURE 4-9: PREFERRED CONFIGURATION OF URBAN RESIDENTIAL BUILDING WITH PARKING PODIUM**  
The podium parking is wrapped with housing so that it can't be seen. At the main street frontage, housing units are raised from the ground floor. The top of the podium can be used as a common open space.

# 4. Site and Building Design – Mixed-Use



Comice and three-dimensional façade detailing provides building articulation

Horizontal clerestory windows emphasize ground floor level.

High quality, distinctive materials, with detailed design help to differentiate between the base and upper levels.

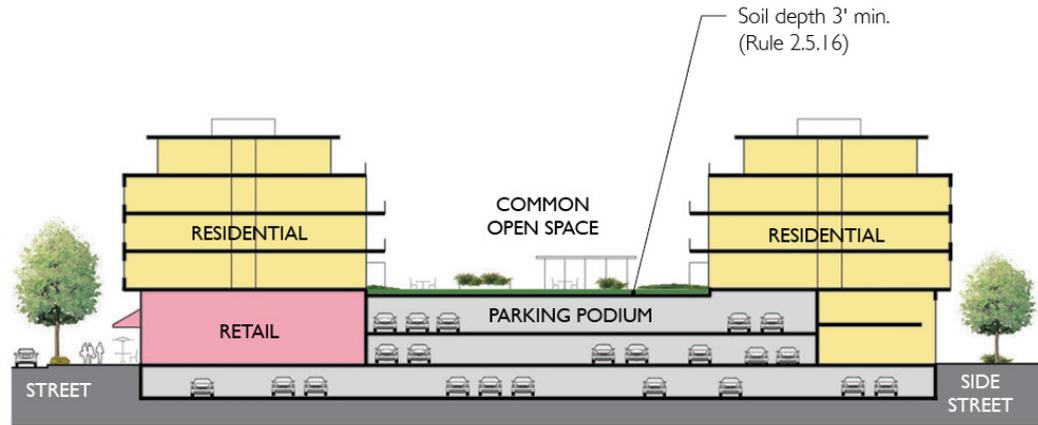
Individual storefronts at the street level provide entrances on to the street and provides an appropriately scaled pedestrian environment

Small recesses and detailed window and door treatment add interest

Base clearly distinguished from upper levels

Signage integrated with the building façade

*The historic Clark Hall Building with adjacent buildings is a good example of a mixed-use building with ground floor retail that works well for pedestrians*

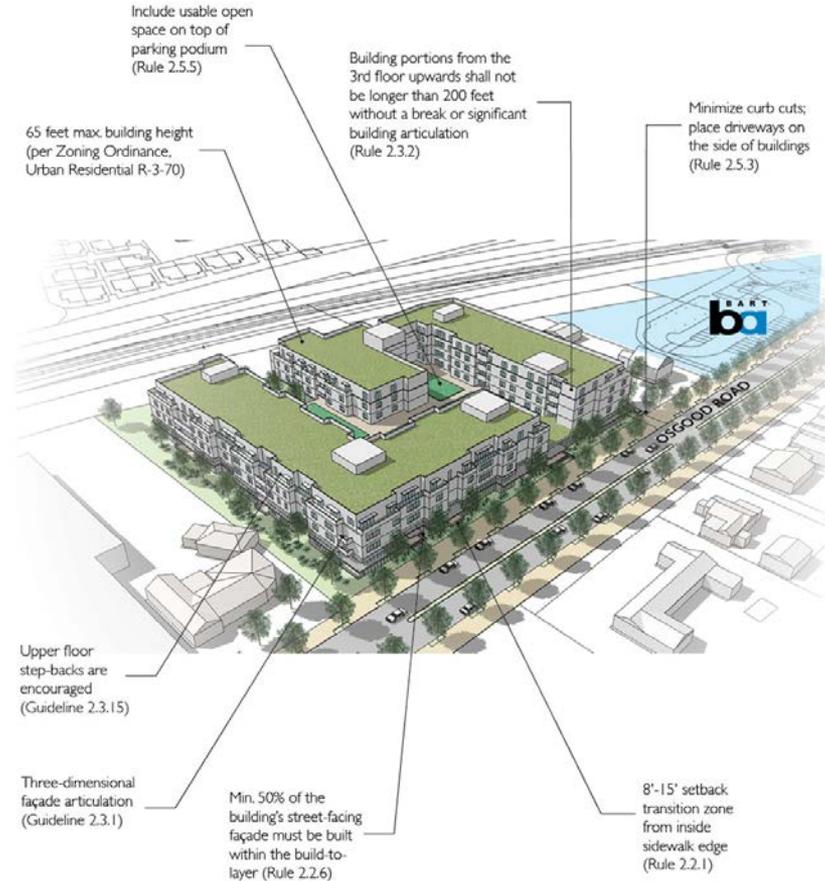


**FIGURE 4-15: VERTICAL MIXED-USE BUILDING WITH PARKING PODIUM AND GROUND FLOOR RETAIL**  
 The podium parking is wrapped with retail along the street frontage. Any side of the parking podium that is visible or is fronting on path should be wrapped with uses or should be carefully designed to avoid blank walls. Vehicular access should be located on a side street or driveway. Parking podiums should include usable rooftop space. The rooftop soil layer needs to have sufficient depth to allow for landscaping.

# 4. Site and Building Design – Demonstration Site



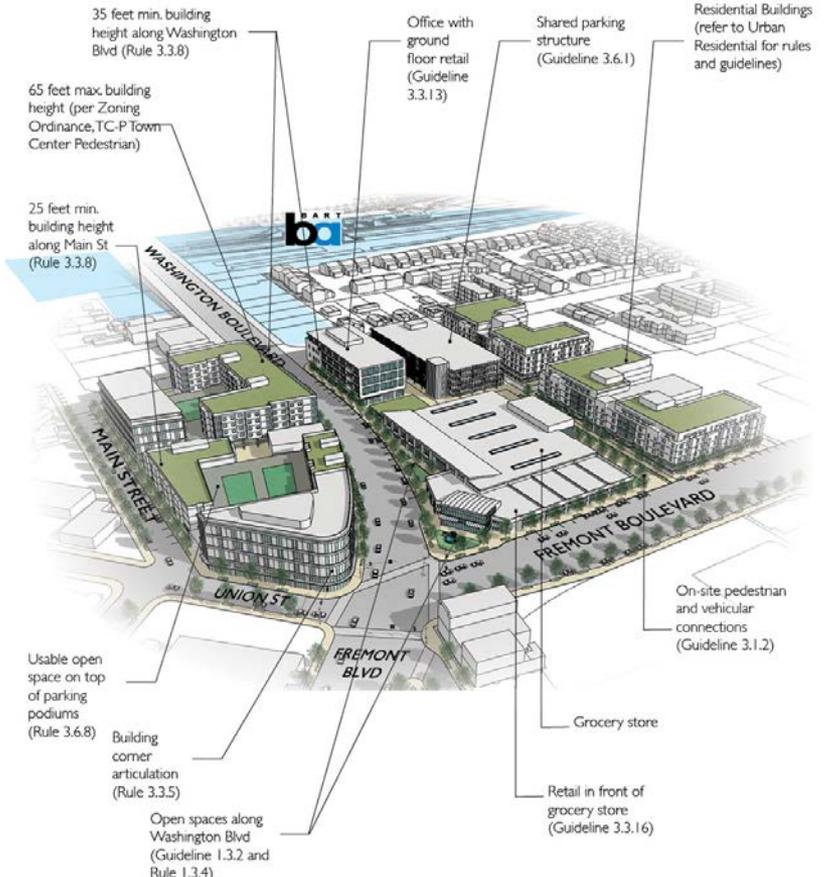
View looking north west with Osgood Road in the foreground.  
The dashed line shows the location of the Urban Residential demonstration block.



# 4. Site and Building Design – Demonstration Site



View looking south west with Osgood Road in the foreground. The dashed line shows the location of the Town Center demonstration blocks.



## 5. Implementation and Financing Plan

- Improvements happen with a mixture of public and private investment
- New development will implement and/or provide funding for roadway, pedestrian, and bicycle infrastructure improvements
- Public investment may also be required to close gaps
- Three general categories of funding options for these improvements:
  - Development Base Funding through requirements, fees, and development agreements
  - Grants provided to the City
  - Land-secured Tax Revenue by forming a Business Improvement District or Community Facility District (although not being considered at this time)

# Next Steps

## Station Area Plan

- City Council Work Session (April 9, 2019)
- Public Hearings
  - Planning Commission (May 2019) (tentative)
  - City Council (June 2019) (tentative)



## Station Site Plan

- BART Board hearing to consider the environmental document and adopt Station Site Plan
- Preliminary engineering



# Questions and Comments