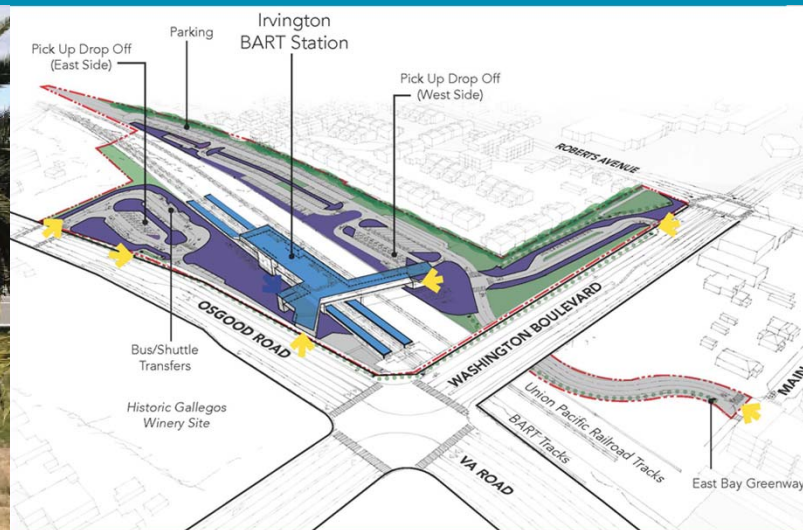




# Irvington Station, Fremont, CA

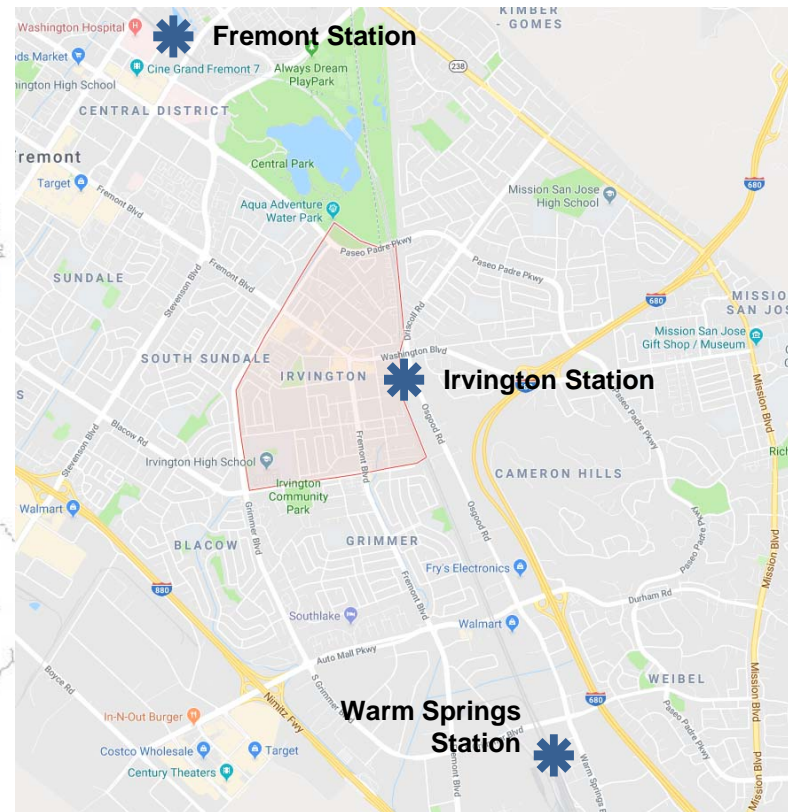
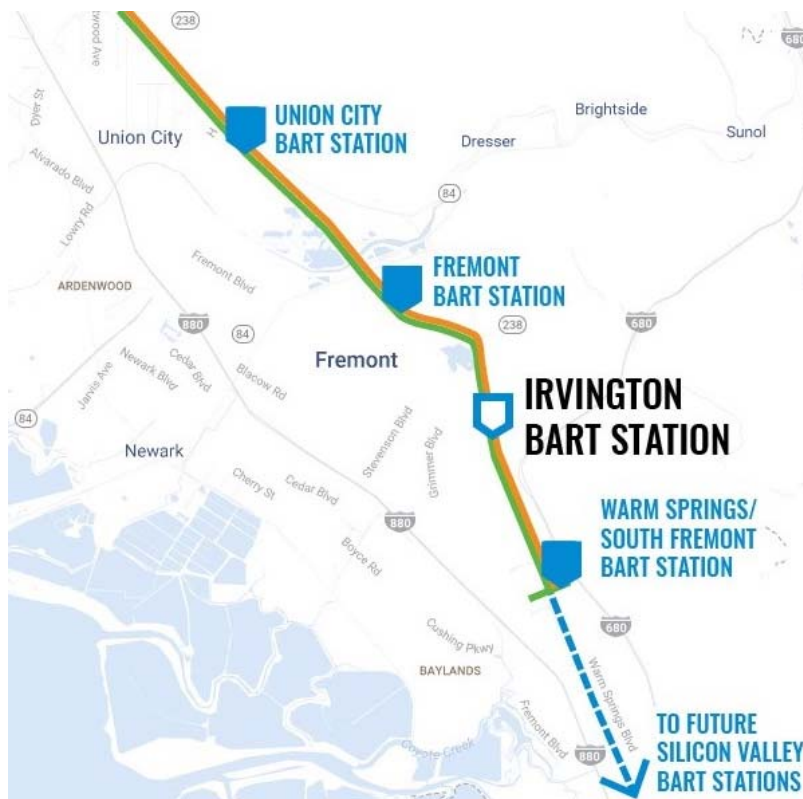
BART Board Update – *for information*  
June 13, 2019





Irvington BART Station

# Project Context





Irvington BART Station

## Project History & Board Actions

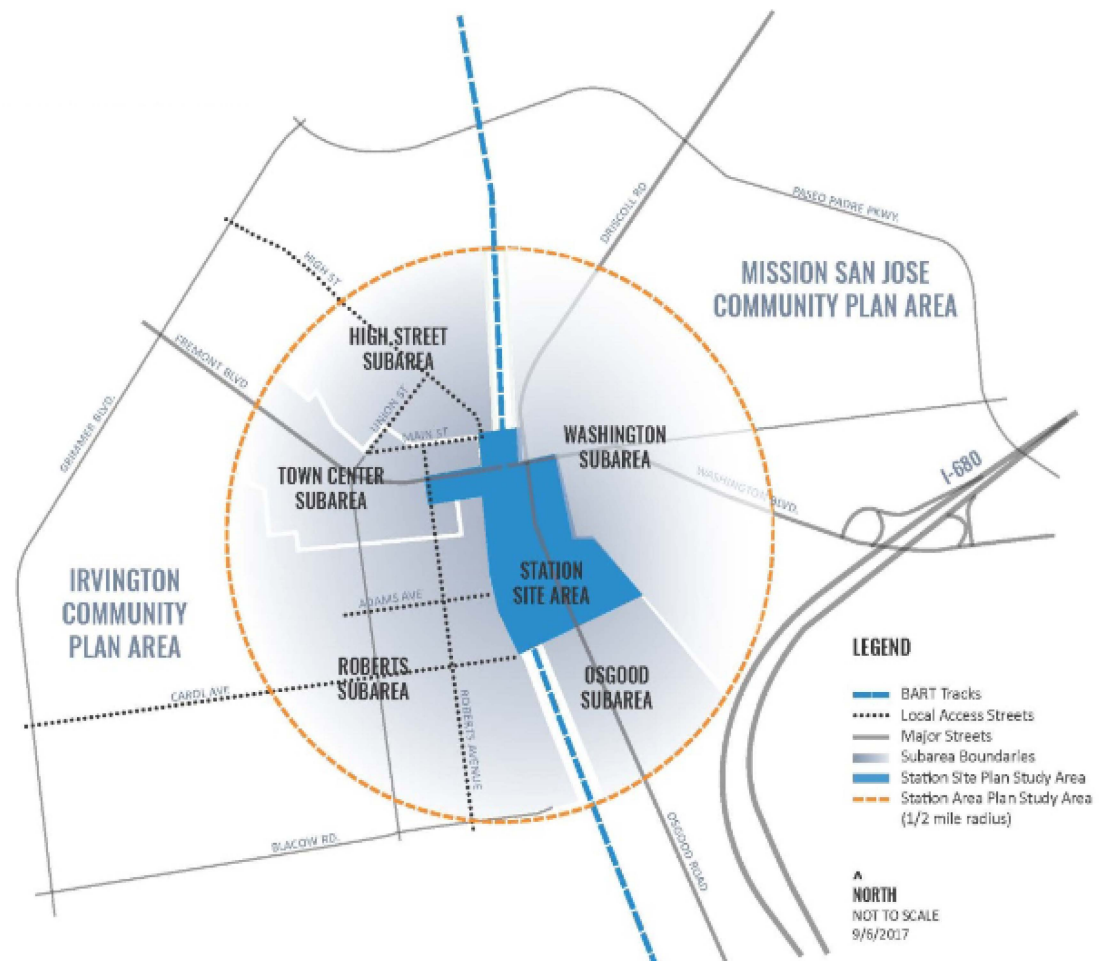
- 1979 1<sup>st</sup> Warm Springs Extension Study - identifies potential Irvington station
- 1992 **BART Board certifies EIR and approves 2-station WSX extension project**
- 2003 **BART Board certifies SEIR and approves WSX w/optional Irvington station**  
**Irvington Station to be constructed at Fremont's 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

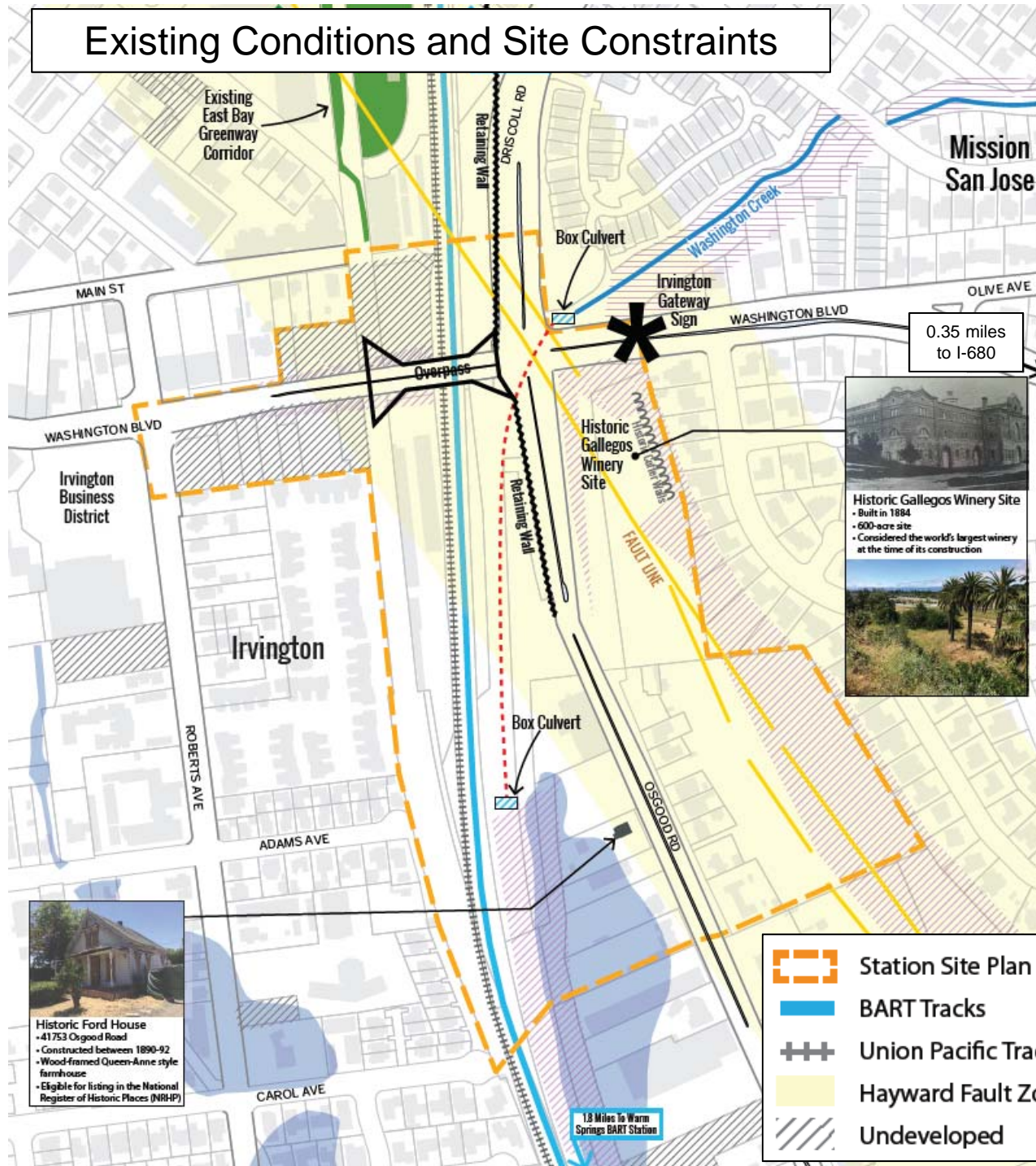
# Planning Phase - Scope

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

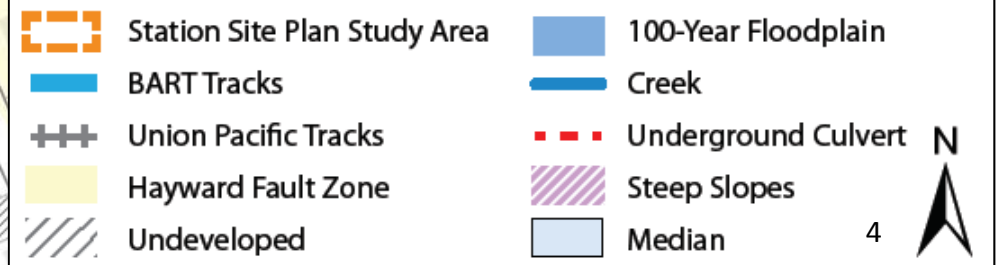
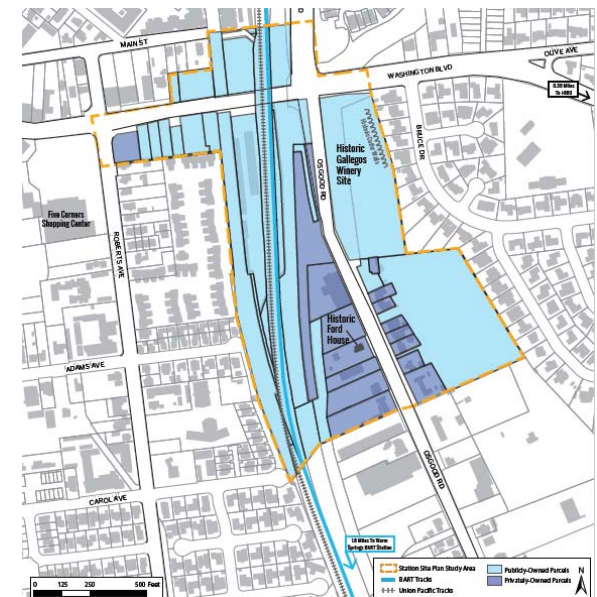




# Existing Conditions and Site Constraints



## Property Ownership (Public = light blue)









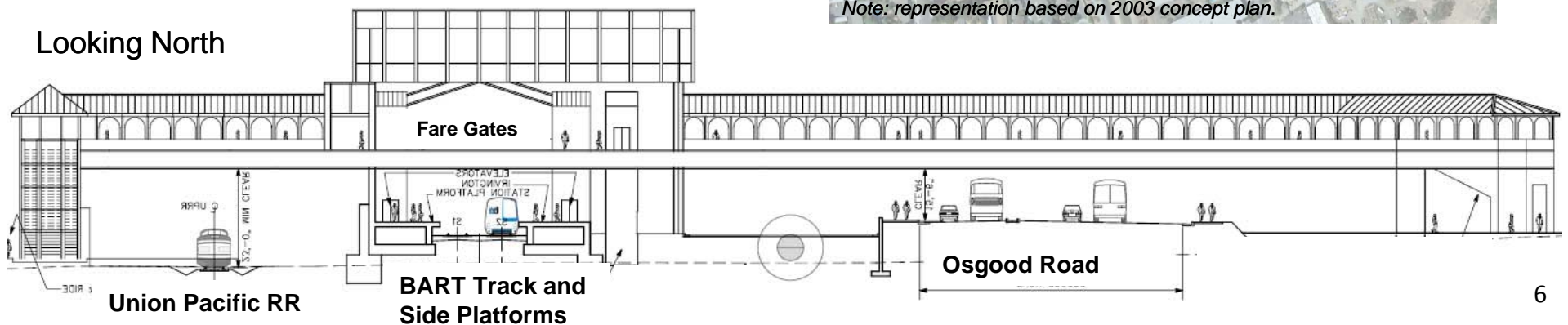
Irvington BART Station

# 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.*



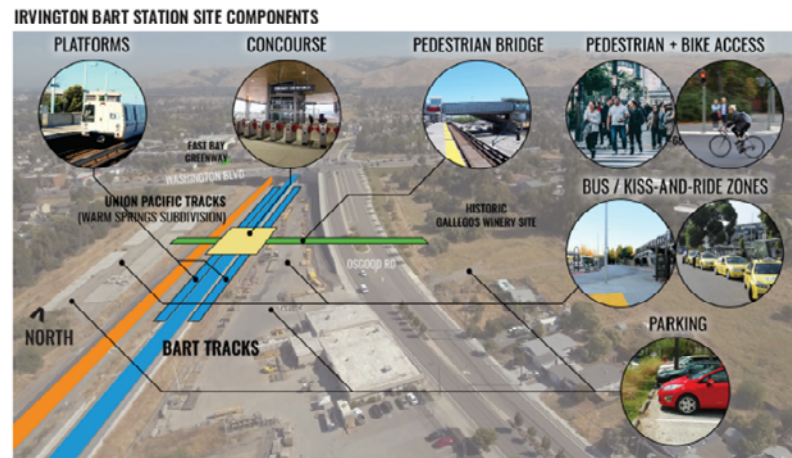




Irvington BART Station

# 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



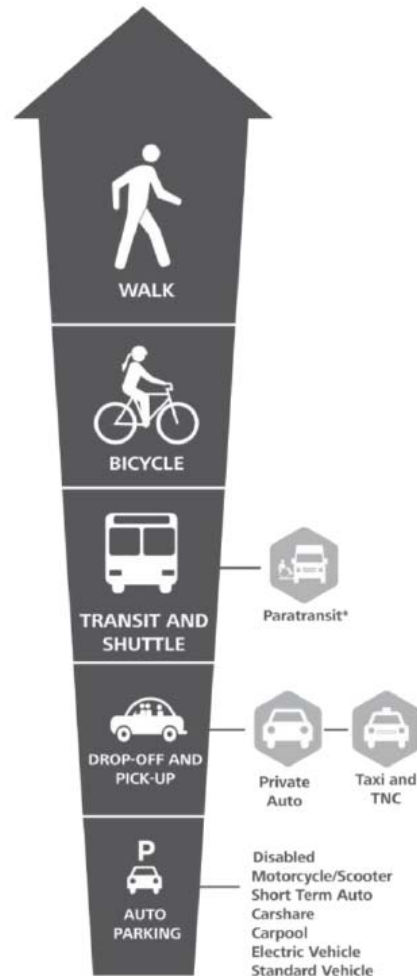






Irvington BART Station

# Station Ridership and VMT



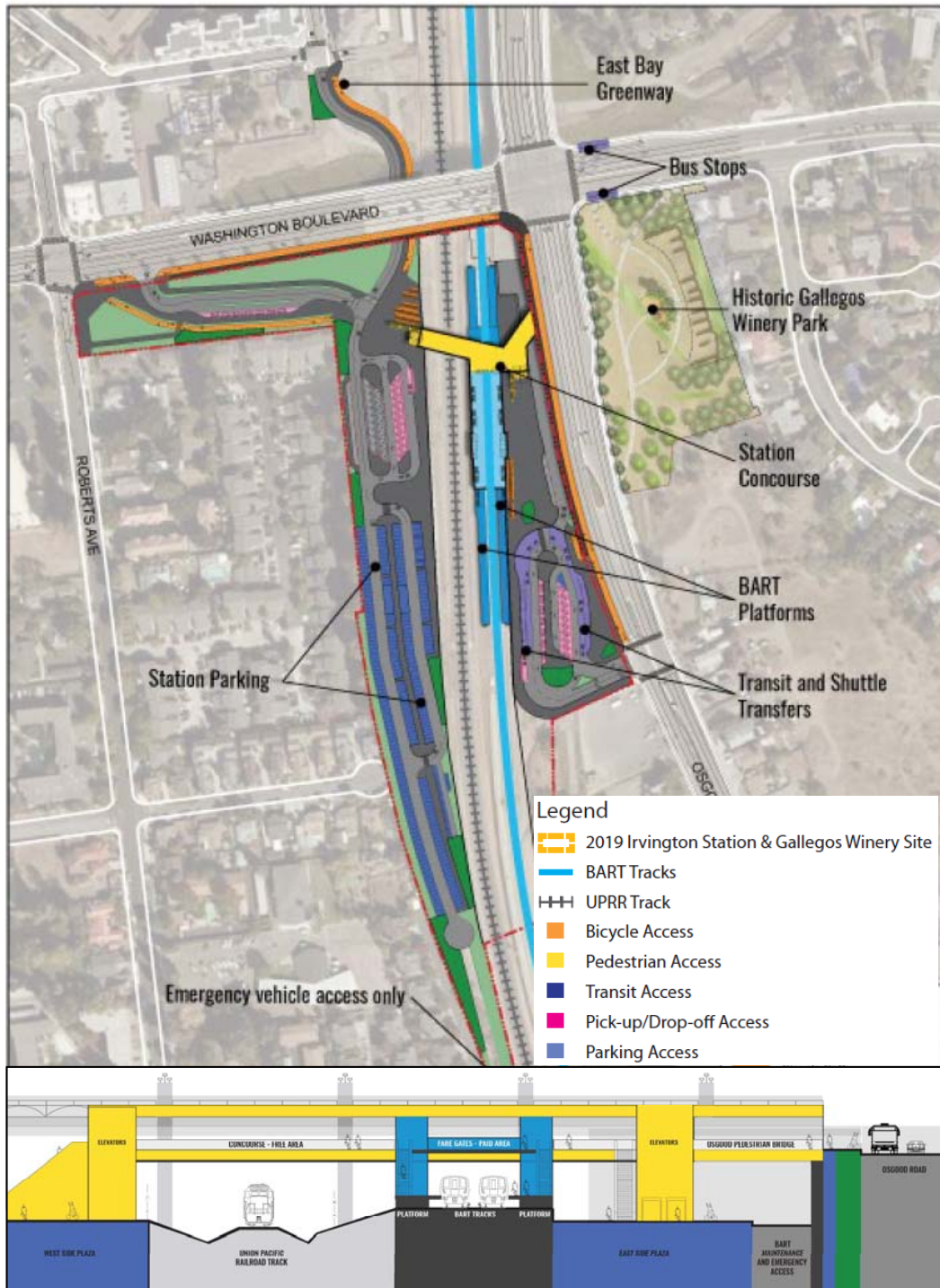
Station Access Design Hierarchy  
(2016 BART Station Access Policy)

- 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.)

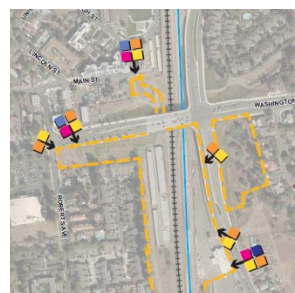
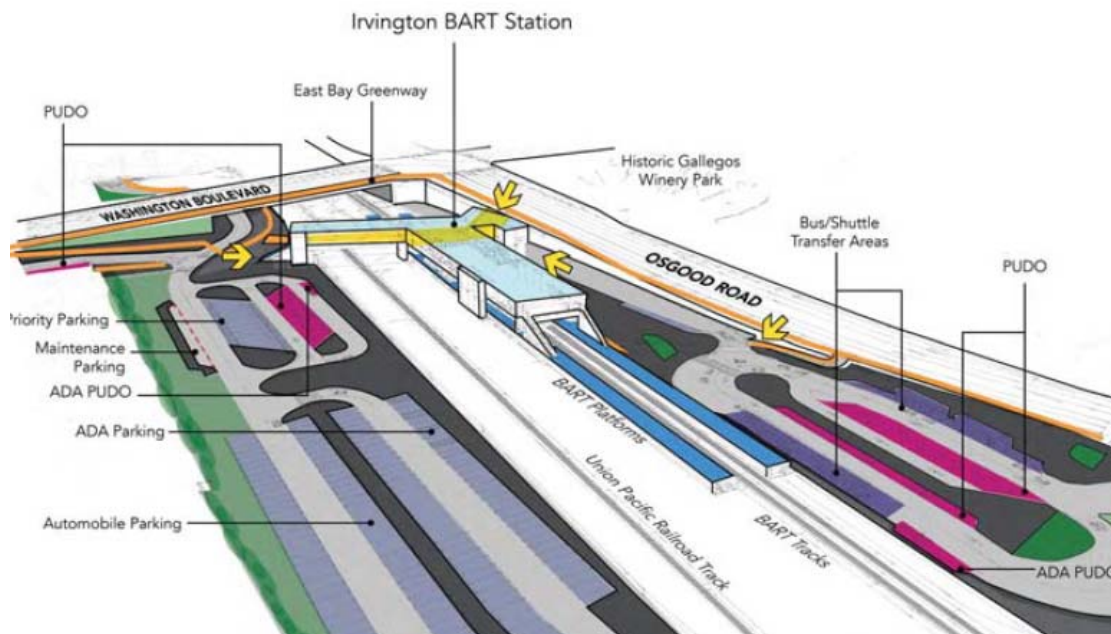
<b>Active Access</b>	<b>43%</b>
Walk	34%
Bike	9%
<b>Shared Mobility</b>	<b>42%</b>
Transit	18%
Pick-Up/Drop-Off	24%
<b>Drive and Park</b>	<b>15%</b>





## 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

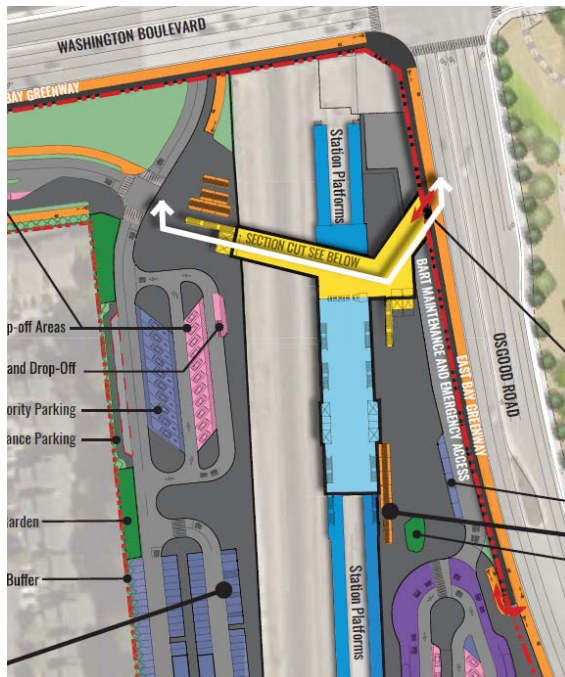




Irvington BART Station

# 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

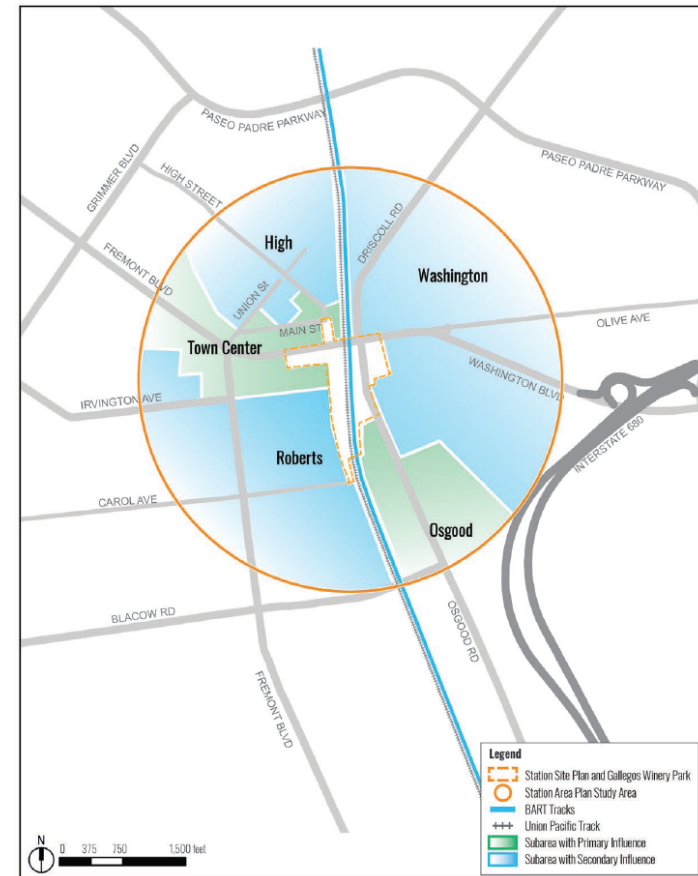
## Station Area Plan – Overview

### 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





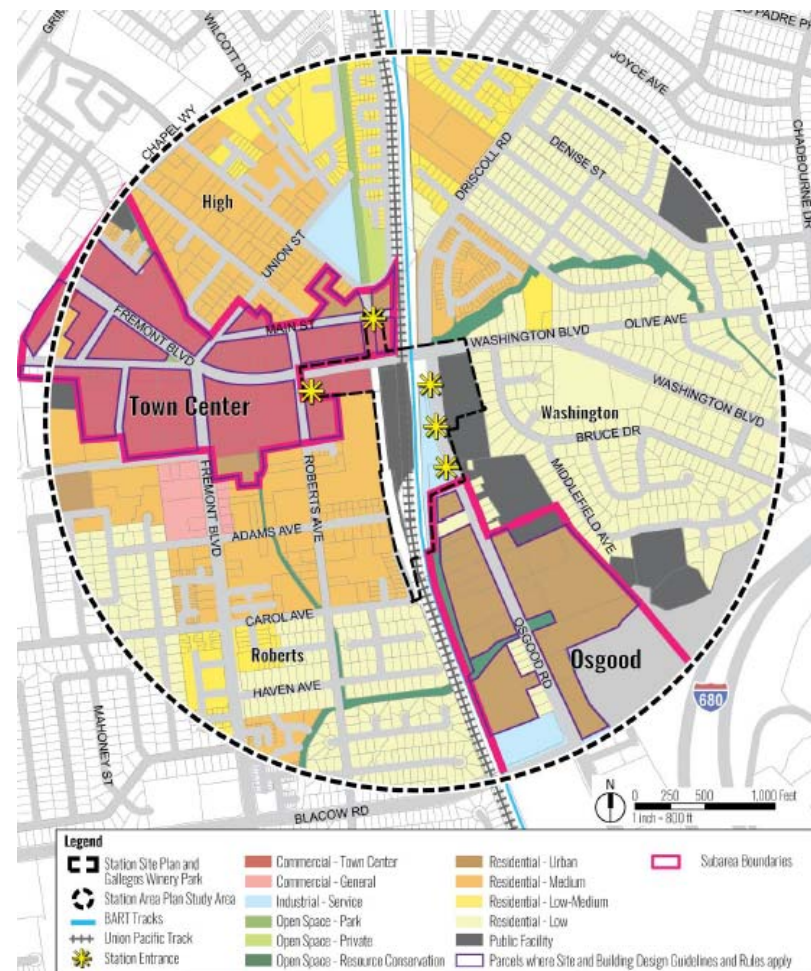
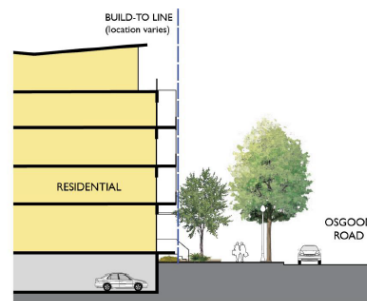


Irvington BART Station

# 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

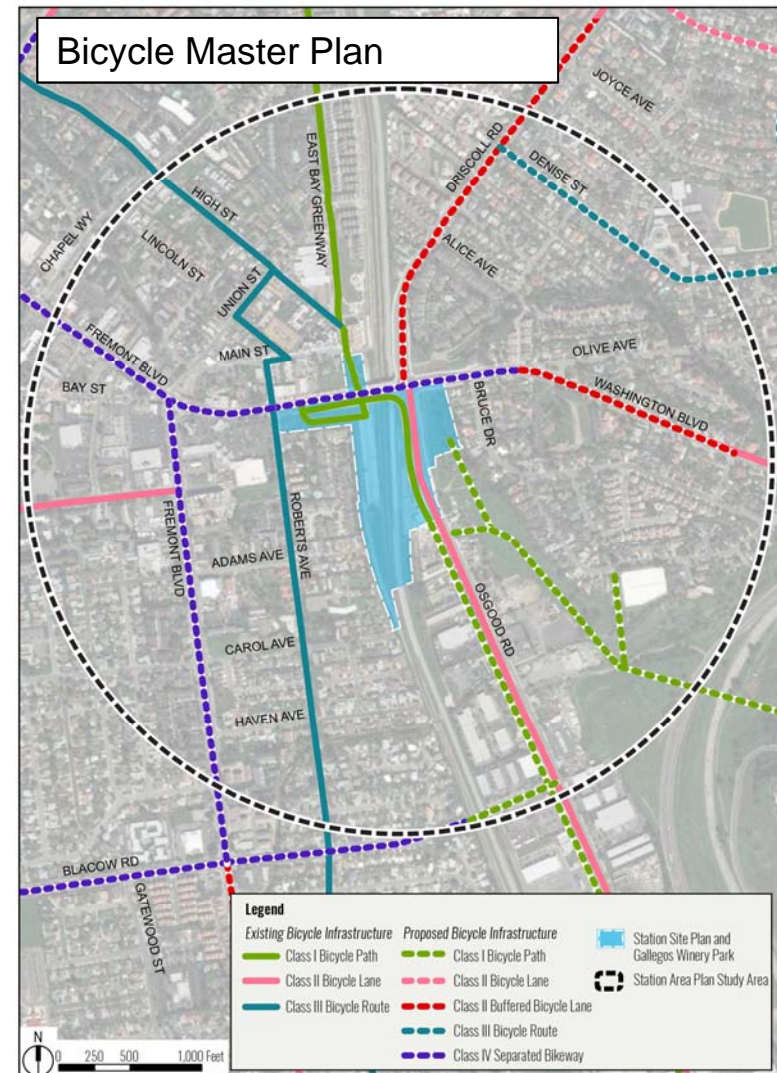
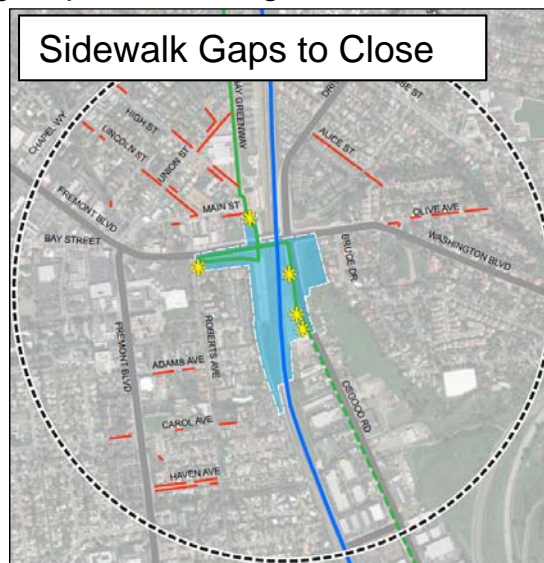




Irvington BART Station

# 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





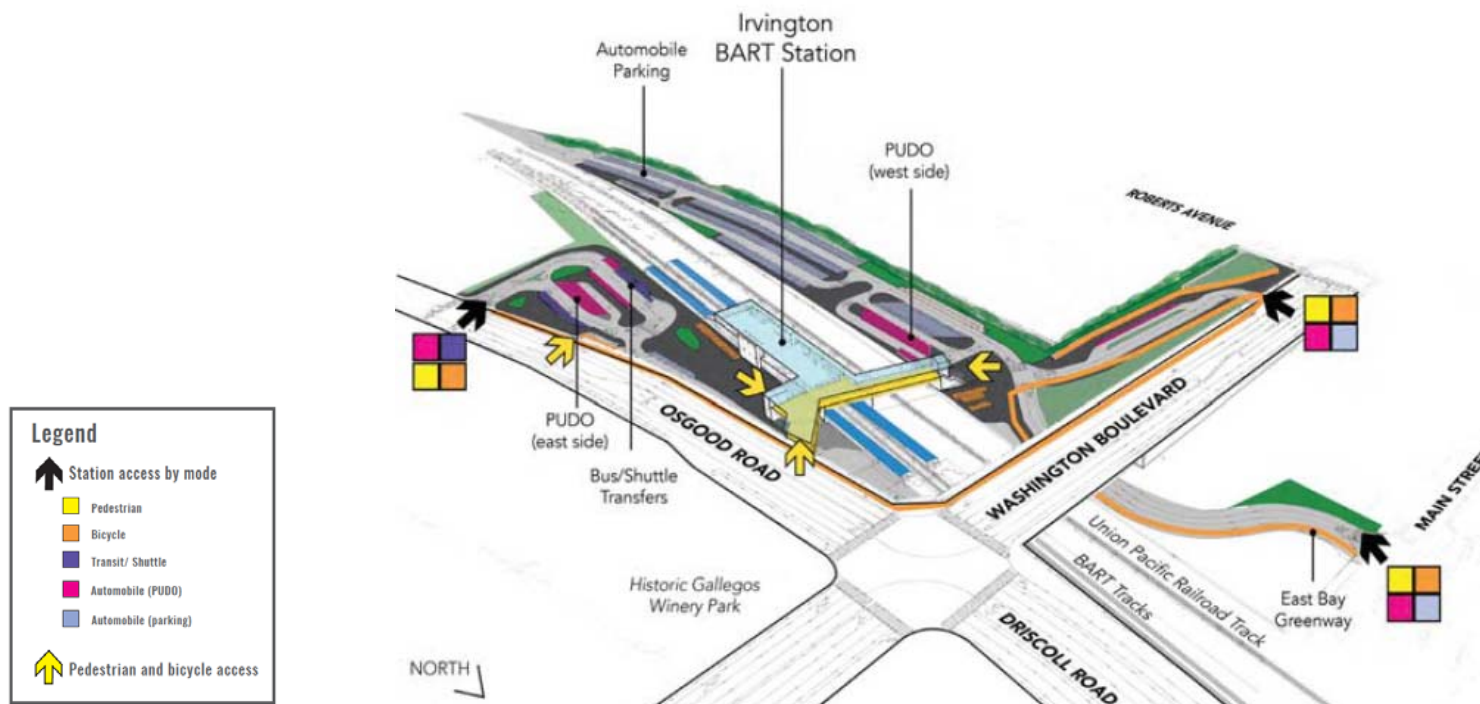


Irvington BART Station

# 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
<b>Total Available Funding (Measure BB )</b>		<b>120</b>	



Irvington BART Station

# Project Timeline



Board Info



Board Action

