



IRVINGTON BART STATION PROJECT

Frequently Asked Questions

Project Overview

The Irvington BART Station has long been planned as the third BART station in the city of Fremont on the Warm Springs BART Extension, but funding for further planning and construction of the station was not available until Alameda County voters passed Measure BB in 2014.

The City and BART are currently in the planning phase of the process. The work in this phase will result in two plans - the Station Site Plan and the Station Area Plan. These two plans will also require an updated environmental review process.

A Station Site Plan for the Irvington BART Station was previously designed as part of the Warm Springs Extension in 2003. The old Site Plan is now more than ten years old and needs to be re-evaluated to take into account new regulations and information in its design.

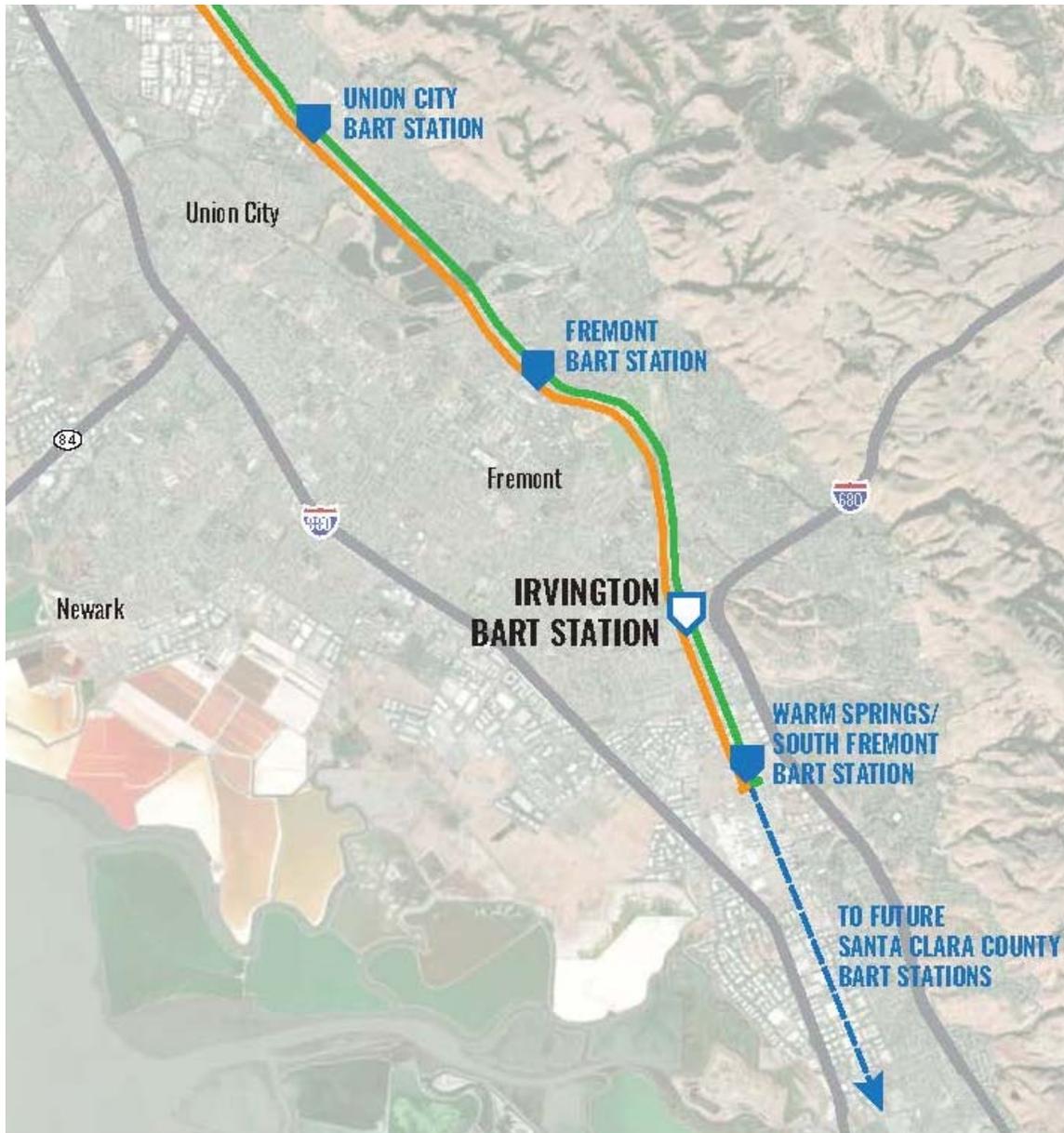
Development of the Irvington BART Station presents an excellent opportunity for the City to fulfill its vision of a vibrant, walkable neighborhood near the station.

The City of Fremont Public Works and Community Development Departments have partnered with BART Planning, Development, & Construction and a team of consultants to plan for the Irvington BART Station. Alameda County Transportation Commission (Alameda CTC) is funding and overseeing the project.

Where is the station site?

The Irvington BART Station site is located in the historic Irvington District approximately halfway between the existing Fremont BART Station and the new Warm Springs/South Fremont BART Station. It is located south of Washington Boulevard near Osgood Road. Access points to the Irvington BART Station will be determined in this phase of the project.

The historic station site study area sits on approximately 18 acres south of Washington Boulevard that includes areas east of the existing BART tracks on both sides of Osgood Road, as well as an area west of the Union Pacific Railroad tracks. The site includes the BART and Union Pacific Railroad tracks, portions of two segments of the future East Bay Greenway pedestrian/bicycle path, and the historic Gallegos Winery site. (The Hayward fault also runs through the site east of Osgood Road.)



Why does Fremont need another BART Station when there are already two? Why is a BART Station being built in Irvington?

The City of Fremont has the fourth largest population of any city in the Bay Area (estimated to be approximately 233,000 in 2016) and is very large geographically (approximately 90 square miles). The Association of Bay Area Governments (ABAG) projects that Fremont’s population will increase to approximately 275,000 people by the year 2040. It is larger geographically than both San Francisco and Oakland, which have 8 BART stations each. Having three BART stations in Fremont provides greater opportunities for current and future Fremont residents to easily access BART.

The process of planning for a Warm Springs extension, including an Irvington station, has been ongoing since the early 1990s. The Irvington Station has been in the City’s General Plan since 1991. State law requires that local governments adopt a Housing Element as part of their General Plan, which

demonstrates how the community will accommodate its fair share of the state’s projected future housing needs. The Fremont General Plan directs a majority of future housing growth to areas located near its existing and planned BART stations, including the Irvington Station, the Centerville ACE Train Station, and other transit hubs to minimize the impacts of population growth. By concentrating housing near these major transit hubs, more residents will be able to walk or bike to the station, thus avoiding the need to drive to and from work, or a BART station, each day.

Placing a station in Irvington spaces the three BART stations approximately 2.5 miles apart, each serving a different area of the city. The Irvington Station and the future development envisioned in the Fremont General Plan around the station should be a major benefit to Irvington businesses. The Fremont General Plan envisions a strong pedestrian-oriented link between the new BART station and the Irvington Town Center to support the revitalization of the area as a vibrant shopping, dining, and business district that serves as the “heart of Irvington.”

What is this phase of the project about?

The City and BART are currently in the planning phase of the process. The work in this phase will result in two plans - the Station Site Plan and the Station Area Plan. These two plans will also require an updated environmental review process. The Station Site Plan looks at the station itself, while the Station Area Plan addresses the area within a ½-mile radius around the station.

What is the Station Site Plan?

A Station Site Plan locates all of the various components that support access to and use of the station. They include the station platform and concourse building, access and circulation roads, paths, and structures, transit accommodations, automobile and bicycle parking spaces, utilities, pedestrian and bicycle access facilities, and passenger amenities. The boundaries of the station site can be determined based on the needs of the station components.

The Proposed Updated Station Site Plan was developed during the Alternatives Analysis process with community input and presented to the public on November 15, 2018. In the plan, all station functions are located west of Osgood Road and the Historic Gallegos Winery site is preserved and enhanced as a public park. See the Community Meeting #3 materials for visuals of the Proposed Updated Station Site Plan.

What is the Station Area Plan?

The proposed Irvington BART Station Area Plan would guide future development of station properties and the broader area around the station. Development of the Station Area Plan presents an excellent opportunity for the City to fulfill its vision of a vibrant, walkable neighborhood near the station and address potential community concerns. The Station Area Plan will create a framework for future development near the station and will address transportation and circulation, urban design, and public infrastructure. The plan will be consistent with existing land uses established in the General Plan and will include development standards and design guidelines that will enhance the neighborhood. The focus of the plan will be creating a vibrant, pedestrian-friendly, transit-oriented neighborhood that ensures connectivity to the BART Station and encourages transit use.

Where is the Irvington Station Area?

The Irvington Station Area addresses a portion of both the Irvington and the Mission San Jose Community Plan Areas within a ½-mile radius around the station. The Plan Area is divided into five geographic subareas based on existing land uses and character. They are as follows:

Subareas with Primary Influence – *Subareas that will transform with the station and include more transit-oriented development consistent with the City’s 2011 General Plan and current zoning:*

- Osgood – south of the station along both sides of Osgood Road
- Town Center – area surrounding Five Corners (the center of the Irvington Business District at the intersection of Fremont Boulevard, Washington Boulevard, Bay Street, and Union Street)

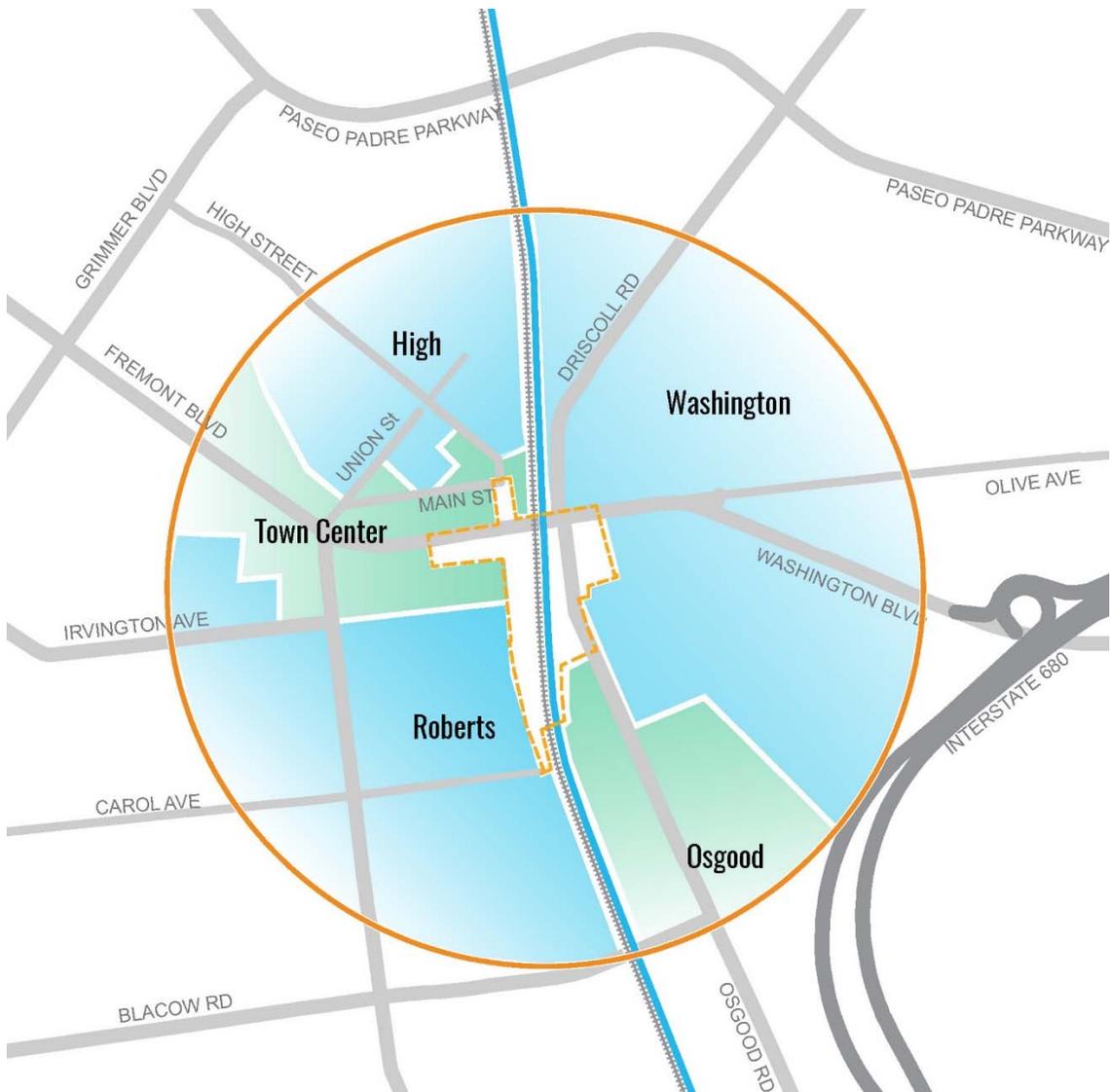
Subareas with Secondary Influence – *Subareas that will maintain their existing character and residential nature:*

- High – north of Main Street between Lee Street and the BART tracks
- Washington – east of Osgood and Driscoll Roads
- Roberts – south of Irvington Avenue

What will be planned at the Irvington BART Station?

A new BART station will be developed at the Station Site. The Irvington BART Station components will include the station buildings (platform, concourse with ticket vending machines and fare gates, elevators, stairs, etc.), pedestrian and bicycle access, bus bays, vehicle drop-off and pick-up, disabled access, automobile and bicycle parking, and pedestrian and bicycle connections across the BART and Union Pacific Railroad tracks.

Automobiles, as well as pedestrians and bicycles, will be able to access the station from both the east and west sides of the station. Station site access will be provided for all transportation modes at three points: from Osgood Road, Roberts Avenue/Washington Boulevard, and High Street/Main Street. Two additional entrances off Osgood Road will serve pedestrians and cyclists. The proposed two-story BART station design with two side platforms will feature an elevated concourse. A bridge crossing the BART tracks would provide direct pedestrian access to the concourse from the Osgood Road sidewalk. See Community Meeting #3 materials for more information.



Who is involved?

The City of Fremont Public Works and Community Development Departments have partnered with BART Planning, Design & Construction, and an interdisciplinary team of consultants to develop the Irvington BART Station Plans (Station Site and Station Area Plans). The City of Fremont is the project sponsor and has hired the consultants. Oversight and funding is provided by the Alameda CTC.

How are BART and the City of Fremont working together on this project?

BART requested the City of Fremont to take the lead on this planning phase of the Irvington BART Station to ensure the Station was well integrated into the existing community and all of the City's interests were addressed. Although the City is administratively leading this phase of the project, which includes the Station Site Plan and the Station Area Plan, it is actually being jointly managed by BART and the City. BART is reviewing and approving all elements of the Station Site Plan and all BART policies and standards are being followed. Similarly, all City policies and standards are being utilized in the development of the Station Area Plan. BART will directly manage all future phases of the project including final design and construction with assistance from the City. BART will own, operate, and maintain the Irvington Station.

How is the project funded?

In 2014, more than 70% of Alameda County voters approved Measure BB, a thirty-year sales tax measure dedicated to transportation improvements in Alameda County. Measure BB funds in the amount of \$120 million are dedicated to the Irvington BART Station Project.

The Alameda CTC included \$2.66 million in its 2016 Comprehensive Investment Plan (CIP) to complete the Irvington BART Station Site Plan, prepare the Station Area Plan, and update the environmental documents in compliance with the California Environmental Quality Act (CEQA).

Can the money allocated for the Irvington BART Station go towards funding a different project instead?

The Irvington BART Station was specified in the Measure BB Transportation Sales Tax Expenditure Plan approved by Alameda County voters in 2014 as a project that would be completed. Per the Alameda County 2014 Transportation Expenditure Plan's Implementing Guidelines on Fund Allocation, should a planned project become undeliverable, infeasible, unfundable or have excess funding, funding for that project will be reallocated to another project or program of the same type at the discretion of the Alameda CTC. In the case of the Irvington BART project, the same project type is transit. The Alameda CTC is made up of 22 members, including two members from the City of Oakland, one member from every other city in the county, all five County Supervisors and one member each from the BART and AC Transit Board of Directors. There is no guarantee that the funds would be reallocated to another Fremont project.

Why is the Irvington Station referred to as an “optional” station?

The Irvington BART Station had long been planned to be constructed as part of the Warm Springs BART Extension along with the Warm Springs/South Fremont Station. The Irvington Station was included as an “optional” station in the 2003 and 2006 Warm Springs BART Extension environmental documents because at that time there was insufficient funding available to construct the Irvington Station. Therefore, although it was environmentally cleared and approved as part of the Warm Springs Extension Project, it needed to be labeled as “optional” until the necessary funding could be identified.

What is the approval process for the Irvington BART Station?

The Irvington BART Station was previously approved by the BART Board of Directors in 2003 and 2006 as part of the Warm Springs BART Extension Project. The Site Plan is currently being updated to comply with new regulations and policies, which will result in an updated environmental document covering the changes to the prior plan. Once the new environmental document is completed and public comments have been received, the BART Board will be asked to approve the new document so the project can proceed. In addition, the Alameda CTC will be requested to allocate the funding for the design and construction of the station from the Measure BB funds included in their current Expenditure Plan.

The City of Fremont is concurrently preparing a Station Area Plan to address transportation, circulation, urban design, and public infrastructure near the Irvington BART station site and create a framework for future development and improvements near the station. The Fremont City Council will consider approval of the Station Area Plan.

What are the consultants doing?

Consultants specializing in transportation planning have been hired to develop the Station Site Plan and the Station Area Plan. These consultants include specialists in planning, engineering, urban design, traffic, transportation, parking, economics, and environmental planning.

How much is the City of Fremont and BART spending on this?

BART and the City of Fremont will only pay for their respective staff overhead costs.

What about BART parking?

The Station Site Plan and Station Area Plan process will help BART and the City of Fremont to determine the optimal amount of parking to be provided at the station. The BART Access Policy prioritizes access by pedestrians, bicycles and transit above automobiles, thereby reducing traffic and parking demand at the station. The agencies will also consider the role of Irvington Station for BART system access in relation to nearby BART stations like Warm Springs and Fremont. The strategic use, location, and allotment of parking can optimize land values around the station and support multi-modal access to the station such as walking, biking, or bus.

The City of Fremont is committed to developing and implementing a Residential Parking Permit (RPP) Program to prevent spillover parking from the station into the surrounding neighborhoods. The City will implement RPP prior to the station opening in 2026 and will address guest and business parking concerns.

What about traffic congestion?

The project will analyze the access and traffic patterns associated with the new station design. One of the major goals of the Station Site Plan and Station Area Plan will be to encourage non-automobile access around the BART station by improving the infrastructure for pedestrians, cyclists, and buses. The project will also develop a Transportation Demand Management (TDM) plan that will include policies and strategies that encourage BART riders and residents to use non-automobile modes. Although the project aims to reduce the amount of traffic generated and vehicle miles travelled (VMT) around the BART station, the project will also analyze the impacts of the project on traffic. Should the analysis show traffic impacts, mitigation measures will be proposed.

Will BART in Irvington increase crime in the adjacent neighborhood?

There is no evidence that supports the misconception that adding a BART station increases crime in the area. The crime that occurs at BART is the same crime that occurs in the areas it serves. In fact, BART's crime rates are lower than the neighborhoods BART operates in.

What will be done to prevent crime in and around the Irvington Station?

CPTED (Crime Prevention Through Environmental Design) principles, such as natural surveillance and access control, will be used to design the safest BART station possible. Currently, BART has many layers of security systems in place to prevent crime. BART has robust surveillance systems, active foot and vehicle patrols, and a community-oriented policing philosophy that allows it to partner with local agencies and members of the community to keep its system and surrounding areas safe. BART also uses crime data to effectively deploy resources and respond to trends.

How will this affect my property values?

According to a "Property Value and Fiscal Benefits of BART" report prepared by Strategic Economics in 2014, transit access is associated with a wide range of direct and indirect economic benefits, including reduced transportation costs, improved connections to jobs, and reduced costs for maintenance of road infrastructure. These benefits are reflected in higher property values near stations, and result in higher property tax receipts for local governments. Studies demonstrate that transit has the greatest positive impact on property values when the transit system significantly improves residents' access to employment centers and other regional destinations, and when service is fast, frequent, and reliable. Pedestrian-friendly, mixed-use neighborhoods with good connections to transit stations generally

experience the most significant property value benefits from transit, particularly when local governments implement zoning and land use regulations to facilitate transit-oriented development (TOD).

Studies with more information are available online here:

[Property Value and Fiscal Benefits of BART](#) (Single Family and Condominium - August 2014)

[The Benefits of BART to Single Family and Condominium Property Values by County](#) (July 2015)

[The Benefits of BART for Office and Apartment Properties](#) (July 2015)

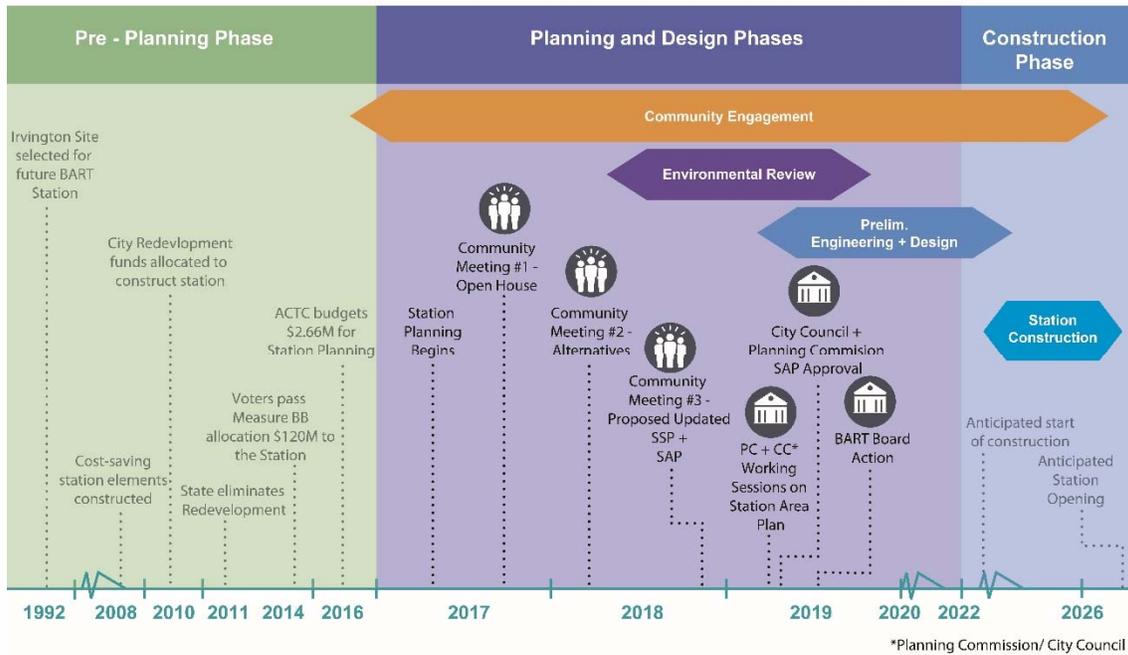
[The Benefits of BART for the Downtown San Francisco Office Market](#) (July 2015)

When did planning for the Irvington Station begin?

The Irvington BART Station has been identified as a community need and incorporated in planning documents and studies for nearly 25 years.

- The Irvington BART Station was identified in 1992 as a planned BART Station along the Warm Springs Extension in Fremont.
- In 2003, the BART Board adopted the Warm Spring Extension project and certified the SEIR, including Irvington Station.
- In 2008, the Irvington Station Cost Effective Construction Study determined elements of the Irvington project to construct with the Warm Springs Extension in order to make the future construction of Irvington Station more cost effective. The City of Fremont's Redevelopment Agency funded \$450,000 of early construction elements for Irvington Station as part of the Warm Springs Extension, thus saving an estimated \$15 million in future costs.
- In 2010, the City of Fremont's Redevelopment Agency proposed \$120 million in funding for the Irvington Station, in addition to the \$8.5 million funding provided for land acquisition and preliminary design/construction. This funding was rescinded the following year when the State of California abolished Redevelopment Agencies.
- In November 2014, Measure BB was approved by more than 70% of Alameda County voters. \$120 million in funds have been allocated for the Irvington BART Station from Measure BB.
- In 2016, the Alameda CTC included \$2.66 million in their Comprehensive Investment Plan (CIP) for the site plan definition, Station Area Plan, and updated environmental document for the Irvington BART Station project.

What are the major milestones for the future Irvington Station?



How do I stay informed?

Sign up for e-notifications on the City website at <http://fremont.gov/IrvingtonBARTlist> for periodic updates.

How can I give input and get involved?

Attend the public meetings and complete related online surveys:

- September 20, 2017 - Community Meeting #1 - Project Introduction
- May 23, 2018 - Community Meeting #2 - Station Site Plan Alternatives presented for feedback
- November 15, 2018 - Community Meeting #3 - Presentations of Proposed Updated Station Site Plan and concepts from the Station Area Plan
- Summer 2019 - Public hearings on the Station Site Plan and Station Area Plan with Fremont Planning Commission, Fremont City Council, and BART Board.