

- Important Blocks
- Landmark/Open Space
- BART Station Site
- BART Station Area (1/2 mile radius)
- Major Street
- Pedestrian Oriented Street
- Street Edge Definition
- Hayward Fault Line
- East Bay Greenway
- BART Station Entrance (Bicycles and Pedestrians Only)
- BART Station Entrance (Multiple Access Modes)
- Important Buildings
- Existing Irvington Gateway Sign
- Street Edges with Lower Buildings

- Implement the **General Plan** vision for the area by maintaining existing land use designations and zoning.
- Plan for a **vibrant, walkable, pedestrian-friendly neighborhood** around the station, which is comprised of residential, commercial, and light-industrial land uses.
- Provide opportunities for **safe connectivity** to the Station Site for varying modes of transportation.
- Create **context-sensitive design standards and guidelines** to ensure new development is integrated with the station and existing neighborhoods.
- Establish **clear, walkable connections** between the new BART Station and Five Corners.
- Develop design standards and guidelines that are appropriate to existing land uses and encourage future **transit-oriented development** near the station.
- **Preserve and enhance historic resources** within the Plan Area.
- Develop **parking management strategies** and programs that will minimize impacts to existing neighborhoods and support business, BART, and local transit.

Urban Residential



- Building setback on top floor
- Articulated building entrances
- Recesses, balconies, bay windows, and roofline definition
- Active ground floor uses (Gym, Community Room)
- Transition zone on ground floor

Town Center Mixed-Use Example

Building and corner articulation with recesses, awnings, and bay windows

Ground floor retail 15 ft min. height

50-75% min. glazing on ground floor along street

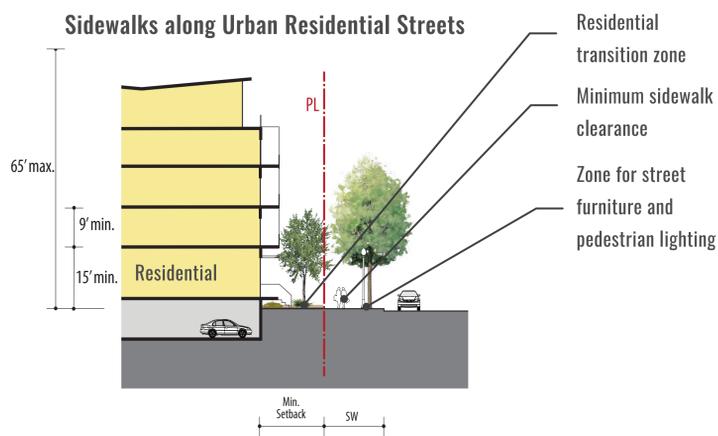
Entrance faces active street

Residential uses with transition zone on ground floor



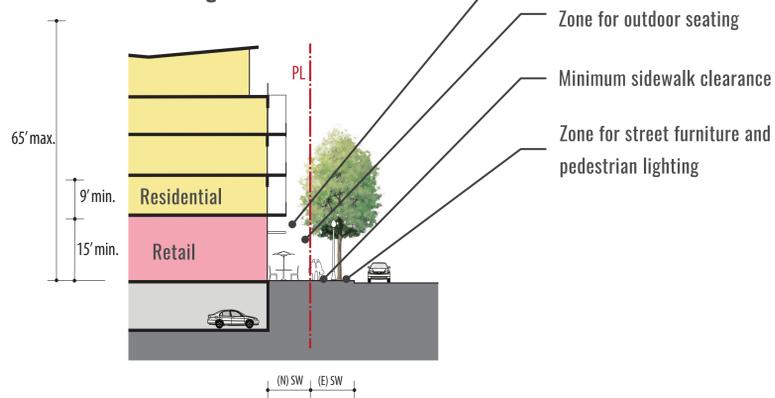
Sample Street Sections

Sidewalks along Urban Residential Streets



- Residential transition zone
- Minimum sidewalk clearance
- Zone for street furniture and pedestrian lighting

Sidewalks along Mixed-Use Streets



- Sidewalk extension on private property to meet minimum sidewalk width
- Zone for outdoor seating
- Minimum sidewalk clearance
- Zone for street furniture and pedestrian lighting

Restoration and reuse of Leal Theatre Building

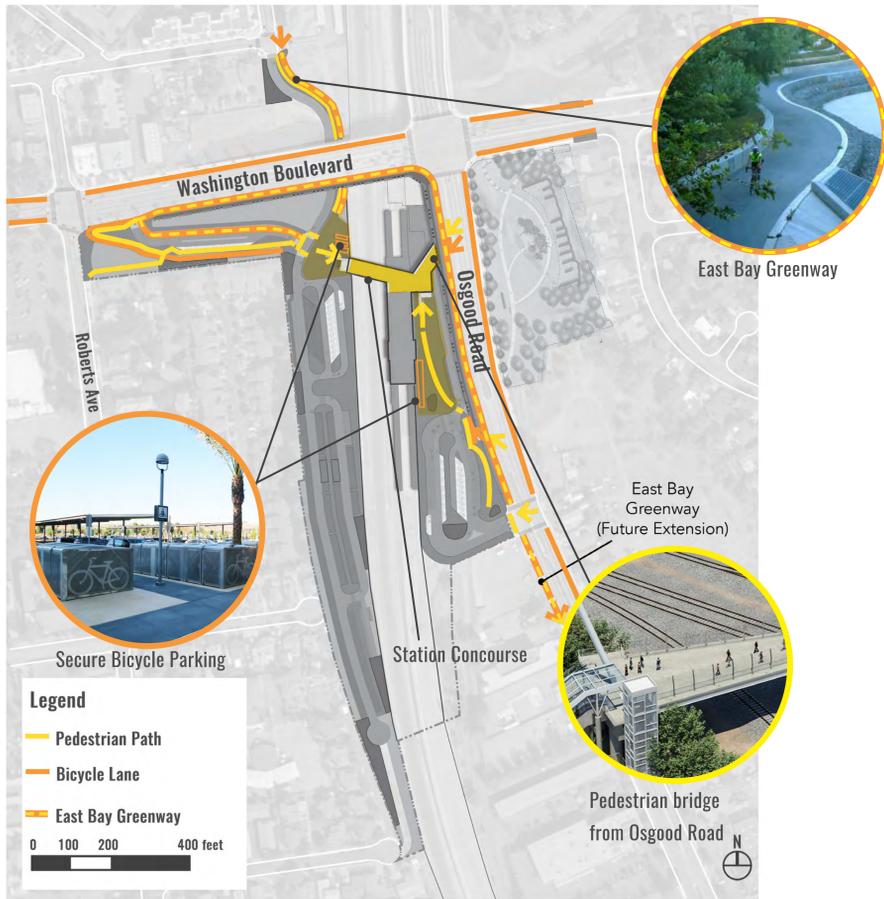


New buildings adjacent to Leal Theatre should align with the Theatre and use similar building proportions and three-dimension facade elements such as:

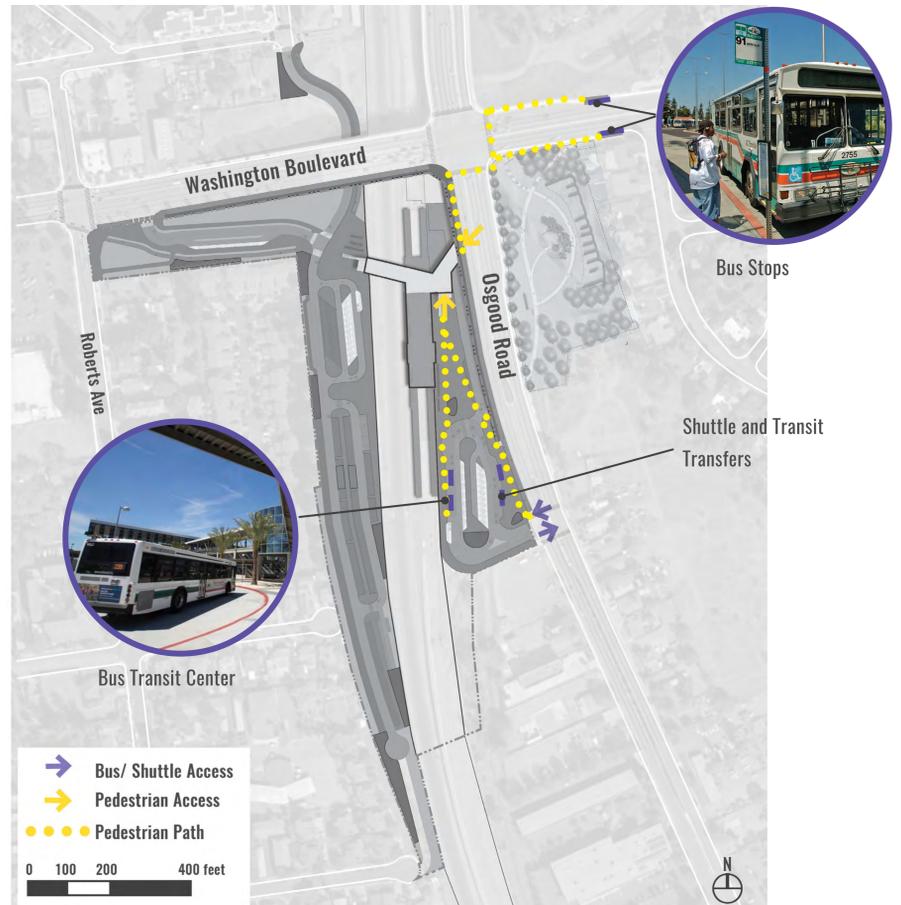
- Roof detailing
- Awnings
- Recessed windows

How do I get to Irvington BART Station if I...?

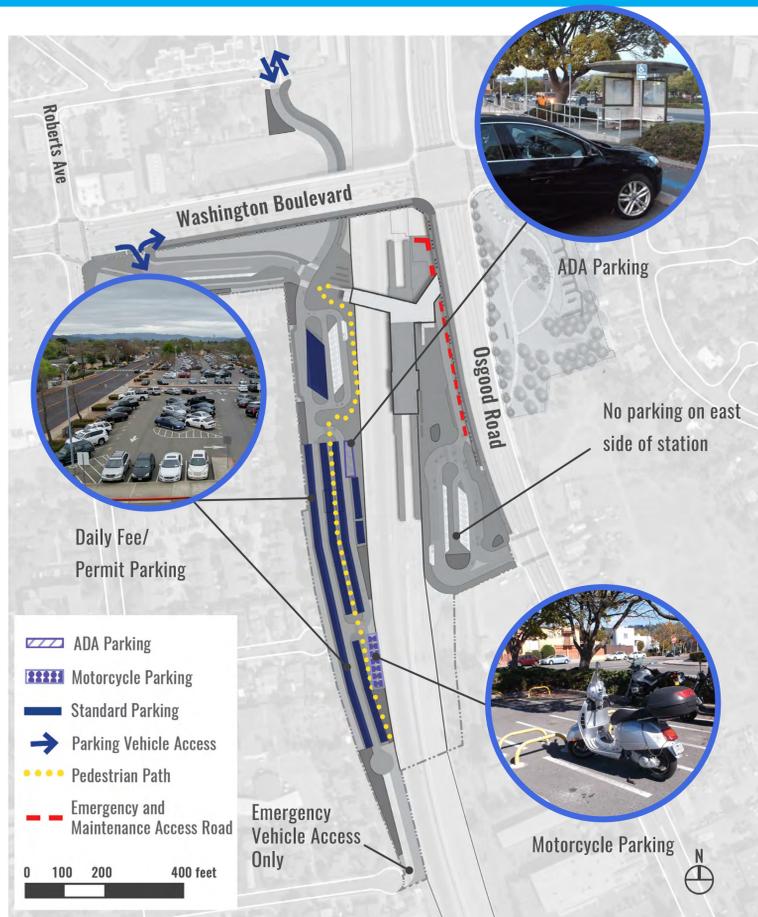
Active Access: Bike and Walk



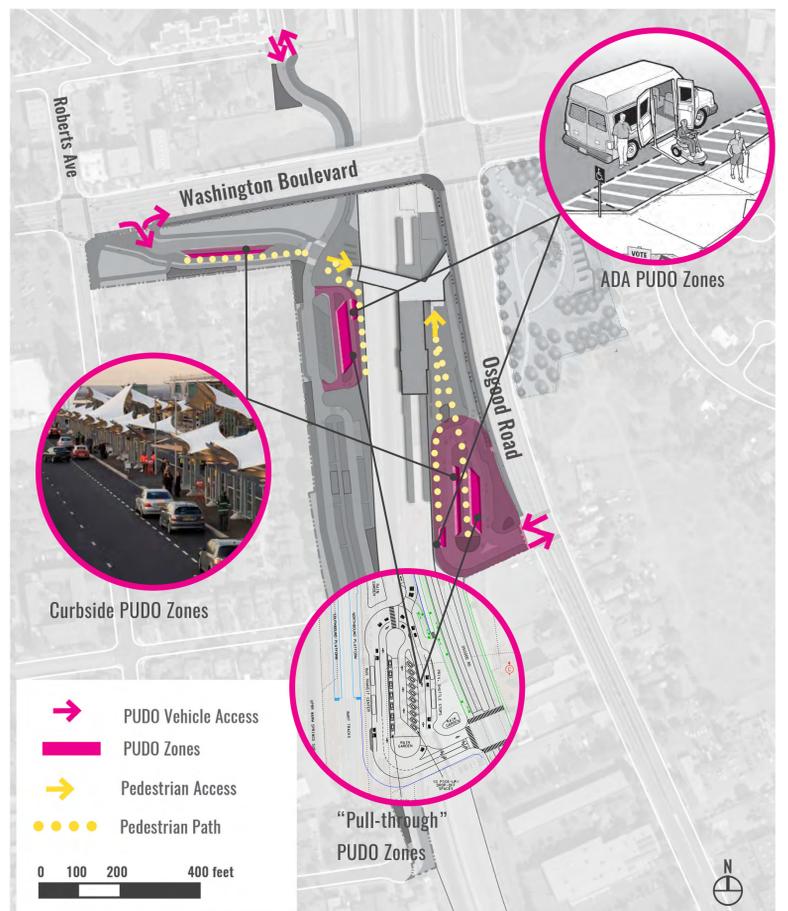
Shared Mobility: Buses and Shuttles



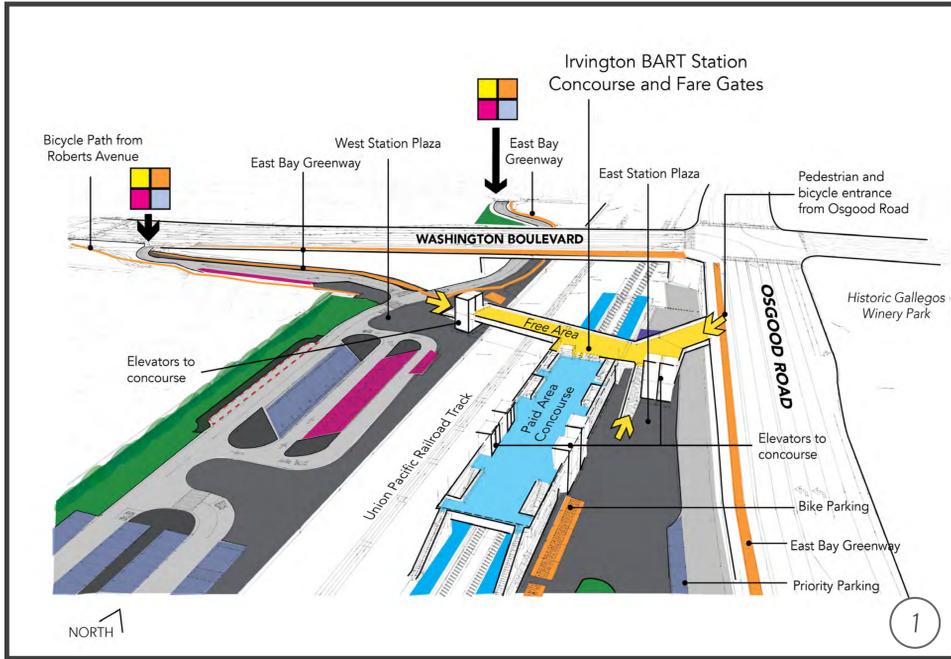
Drive and Park



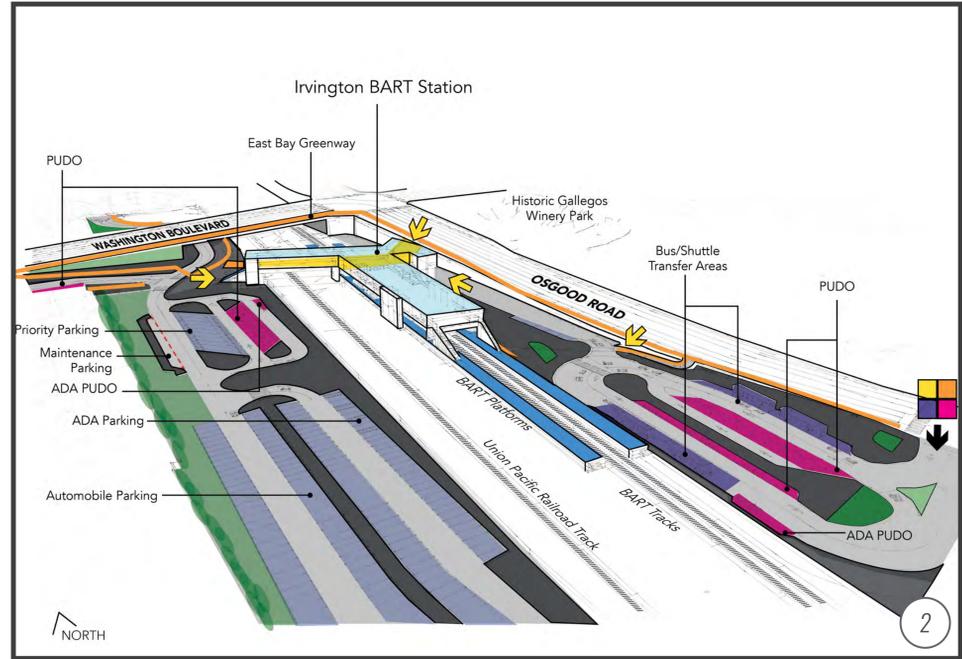
Shared Mobility: Pick Up/ Drop Off (PUDO)



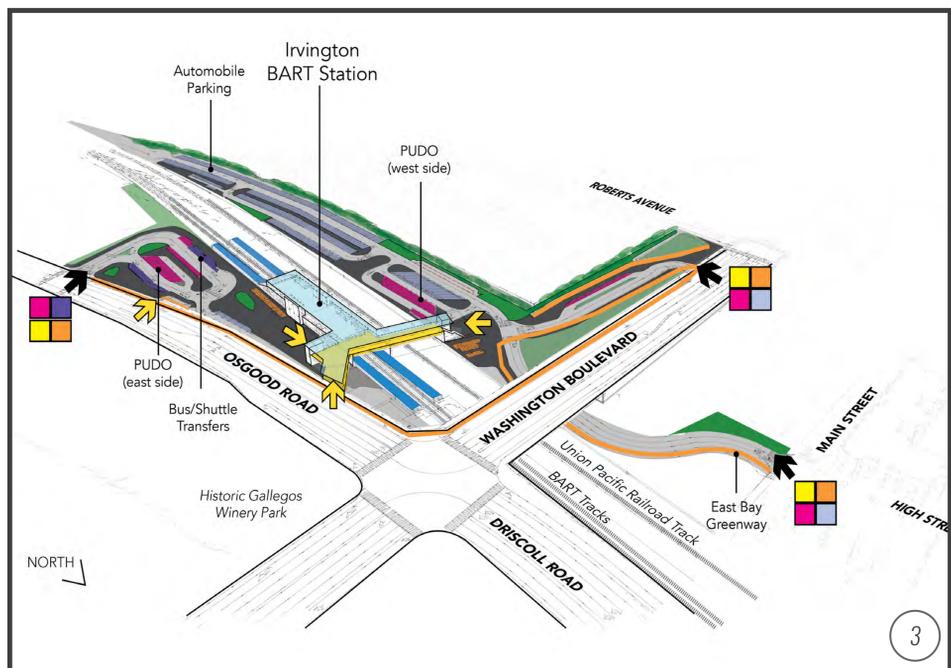
Station Close-Up (Roof cut away to enhance visibility)



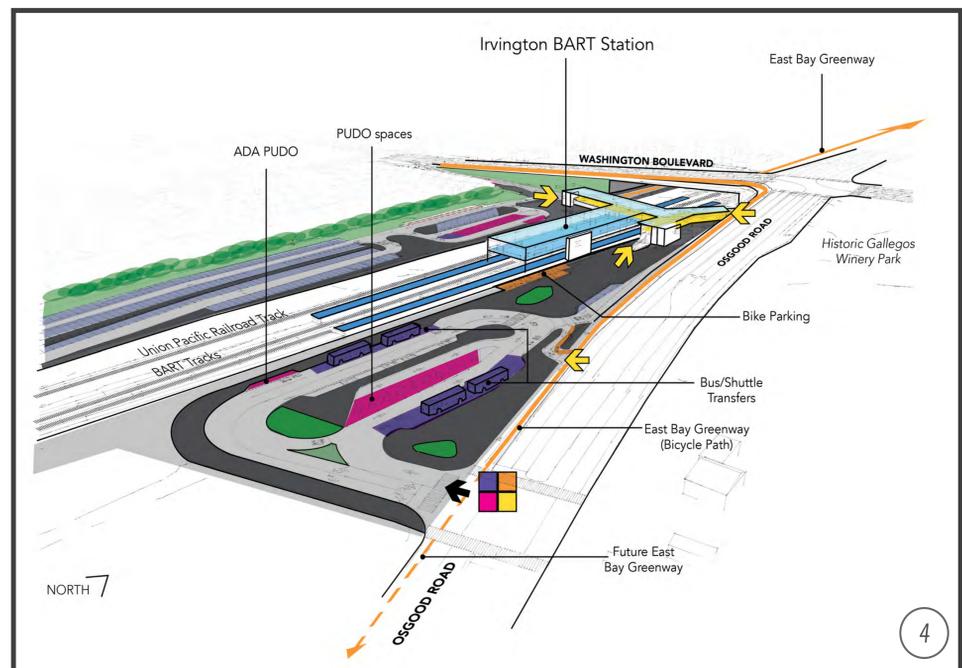
Overview looking northeast



Overview looking southwest



Overview looking northwest

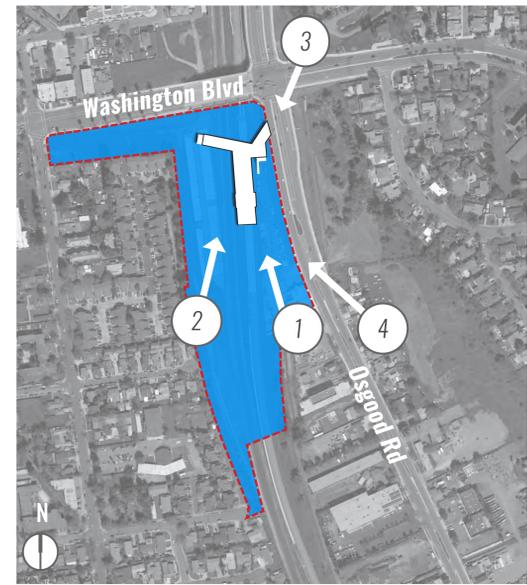


Station Site Plan Goals

1. Maximize BART ridership in Fremont and reductions in vehicle miles traveled.
2. Maximize the number of people who can access the station by walking or biking.
3. Provide convenient bus transit access to the station.
4. Maximize safety for all access modes and minimize modal conflicts.
5. Minimize neighborhood traffic.
6. Minimize neighborhood parking impacts.
7. Maximize cost effectiveness.
8. Maximize sustainability performance.
9. Provide an attractive station for riders and the surrounding neighborhood.

Legend

- Station access by mode
 - Pedestrian
 - Bicycle
 - Transit/ Shuttle
 - Automobile (PUDO)
 - Automobile (parking)
- Pedestrian and bicycle access



Context Map

