

APPENDIX B

COMMUNITY FEEDBACK

HOW THE STATION AREA PLAN ADDRESSES COMMUNITY FEEDBACK

| Community Feedback | Action | Where to Find in this Area Plan |
|---|---|---|
| <p>Keep the station compact.</p> <p>The majority of community members favored a station site design that minimized the station footprint. A smaller land area was preferred because it would bring fewer vehicles and other disruptions to the Plan Area and maximized the number of people who would walk to the station. Some were also excited about the increased TOD opportunities that a smaller station footprint provided.</p> | <p>The Station Site Plan governs the footprint of the station, but the community reasons for wanting a compact station (less traffic and more pedestrians) are addressed through traffic calming interventions and pedestrian improvements.</p> | <p>Chapter 3, Section 3.2: Pedestrian Access Improvements</p> |
| <p>Address parking overflow from the station.</p> <p>Nearby residents worried that once parking lots filled up, their neighborhoods would become the replacement parking. A residential parking permit program was generally supported by community members at Community Meeting #2, although there were questions about enforcement and how to accommodate visitors.</p> | <p>A residential parking permit (RPP) program is recommended.</p> | <p>Chapter 3, Section 3.2: Automobile Circulation Improvements</p> |
| <p>Prioritize pedestrian and bike access.</p> <p>Neighborhood bicycle and pedestrian improvements were a project highlight for many. Residents stressed that access to the station concourse from the street should be quick and direct for pedestrian and cyclists. Survey respondents chose maximizing the number of access points for pedestrians and cyclists as the most important design element for the station and identified bike lanes and sidewalk improvements as the most influential infrastructure enhancements to get them to bike or walk to the station.</p> | <p>BART’s Station Access Policy, which prioritizes active access, was used to develop the Station Site Plan and this Station Area Plan recommends a number of pedestrian and bicycle improvements in the Plan Area.</p> | <p>Chapter 3, Section 3.2: Pedestrian Access Improvement; and Bicycle Access Improvements</p> |

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| <p>Keep Irvington safe.</p> <p>Community members worried that crime could increase with the BART station. Residents were particularly concerned with how BART riders without any connection to Fremont might treat the Plan Area.</p> | <p>The Station Site Plan has required crime prevention measures through Environmental Design standards. This Station Area Plan includes crime preventative requirements for future development and proposes access improvements that enhance pedestrian and bicyclist safety.</p> | <p>Chapter 3, Section 3.2: Pedestrian Access Improvements; Bicycle Access Improvements; and Automobile Circulation Improvements; Chapter 4, Section 4.3: Design Rules and Guidelines</p> |
| <p>Create a strong connection between the Irvington Business District and the BART Station.</p> <p>The community recognized that it is important to make the area more vibrant so that the station can be a catalyst for greater community development. With the increased patronage that BART could bring, placemaking opportunities within the community are desired to establish a memorable identity for the area. Multicultural wayfinding signs and public plazas were cited as potential opportunities for placemaking.</p> | <p>Standards for future development ensure that streets in the Irvington Business District are active, pedestrian-oriented, and well-designed.</p> | <p>Chapter 4, Section 4.3: Design Rules and Guidelines</p> |
| <p>Plan for TOD.</p> <p>Future frequent Irvington BART riders (those who will take Irvington BART at least twice per week) cited TOD opportunities in the Plan Area as one of the top three most important elements of the station design. This was not a universal sentiment, however, as many residents opposed high-density housing in the Plan Area.</p> | <p>The existing TOD Overlay District anticipates and guides TOD in the Plan Area. The Area Plan's standards for future development and parking requirements help future development leverage its proximity to the station.</p> | <p>Chapter 4, Section 4.3: Design Rules and Guidelines.</p> |
| <p>Protect the historic Gallegos Winery site.</p> <p>The winery site is an important memorial to the role of the wine industry in Fremont's past. Community members expressed that the winery site should be protected and enhanced so that it can be used as a community asset.</p> | <p>This Station Area Plan suggests preserving and reusing the Gallegos Winery Site as a park.</p> | <p>Appendix A: Planning and Policy Context, Section C: Land Use Context</p> |

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| <p>Reduce traffic and noise impacts.</p> <p>Residents were concerned that cars trying to get to the station would clog streets and cut-through traffic will speed down the surrounding neighborhoods. Noise from the train was also cited as a concern.</p> | <p>The Station Site Plan considers noise mitigation techniques, but this Station Area Plan includes traffic analysis and recommends intersection improvements to improve automobile operations.</p> | <p>Chapter 3, Section 3.2: Automobile Circulation Improvements</p> <p>Noise reduction measures to be addressed during the design phase of the Station Site Plan</p> |
| <p>Enhance transit options.</p> <p>Community members expressed their preference for transit access to the station to be convenient and safe. Residents suggested working in partnership with AC Transit during the planning phase to encourage better routes and promote ridership within the Plan Area.</p> | <p>AC Transit was consulted during the planning phase and their projected changes to service were considered. The Station Area Plan provides recommendations to improve bus stations in Irvington.</p> | <p>Chapter 3, Section 3.2: Transit Access Improvements</p> |
| <p>Confirm demand for a third BART Station.</p> <p>The community sometimes doubted the need for another BART station in Fremont. Community members were aware that planning for the station had started a long time ago and wanted confirmation that the station was still necessary and had sufficient ridership numbers to warrant it.</p> | <p>This Station Area Plan is informed by technical analyses, including ridership projections that indicate the necessity for a third BART station in Fremont. The planning and policy support for the station is also described.</p> | <p>Appendix A: Planning and Policy Context, Section B: Existing Planning Documents</p> |

Source: Urban Planning Partners, 2019.