

# Irvington Station Final Design: Architecture & Art

*January 2021* - Since the completion of Preliminary Engineering in the Summer of 2020, the BART Irvington Station Project Team has been making significant progress with Final Design. The Station architecture continues to advance as the Project Team dives deeper into the details. In addition, the concept for the former Gallegos Winery site is being further developed based upon survey data and field investigations that have been performed. The Project Team has worked closely with the City of Fremont and established the following criteria early on to guide the development of the station and Gallegos site:

- Ensure design of the station is consistent with the existing environment. Though mindful of the historic character of the Irvington district, provide a state-of-the-art BART station that will harmonize with its surroundings which are dominated by the strong lines, scale and massing of the immediately adjacent Washington Boulevard bridge and elevated Osgood Road. The Station should fit into and serve the community well into the future, consistent with the City's approved Station Area Plan.
- Incorporate the Gallegos Winery site into design of the station project. Pay homage to the past by stabilizing, preserving, interpreting and enhancing pedestrian and bike access to and within the site of the historic Gallegos Winery ruins.
- Provide safe and secure, multi-modal and ADA access to the station from all directions.
- Reflect best practices for station security, maintenance and constructability.
- Provide opportunities for on-site renewable energy generation with rooftop solar and, if possible, energy storage.
- Provide opportunities for public art to contribute to a world class customer and community experience.
- Enhance the patron experience, including wayfinding, by incorporating preferred practices described in the BART Station Experience Design Guidelines.

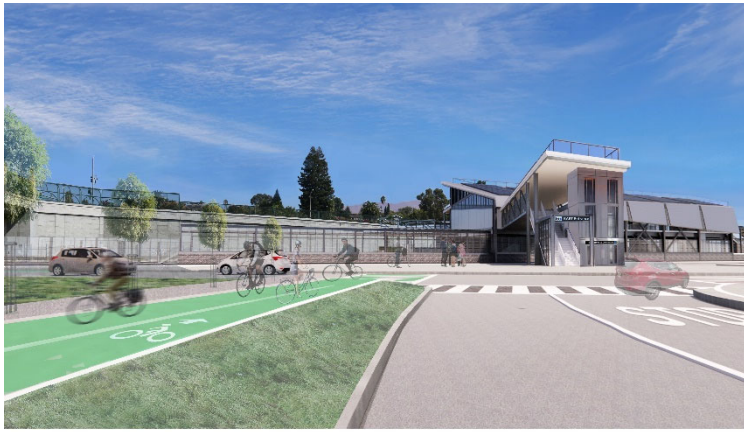
## *The Irvington BART Station Experience*

The station experience begins at the three entrances. Located on the east side of the station, the main entrance, shown to the right, serves a small bus transit center and pick-up/drop off area west of Osgood Road. In the background, a second entrance can be seen which is served by a short pedestrian bridge that connects directly to Osgood Road. Bicycle parking will be available at the plaza, as well as in a bike station located on the concourse level.



PRELIMINARY AND SUBJECT TO CHANGE

VIEW FROM PLAZA - LOOKING NORTH



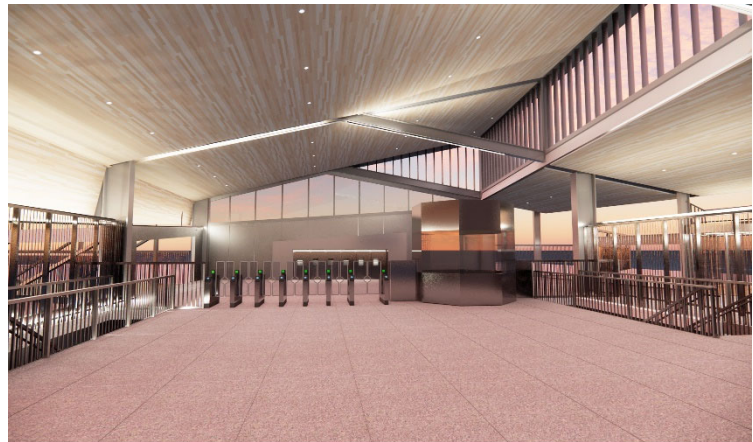
PRELIMINARY AND SUBJECT TO CHANGE

VIEW FROM WEST - LOOKING AT STATION ENTRANCE

For those coming from the west near downtown Irvington, the station will be accessed by a pedestrian bridge across the Union Pacific Railroad (UPRR) track. The west side of the station will feature pick-up/drop-off and bicycle parking as well as a small patron parking lot. The project includes a short extension of the East Bay Greenway from its current terminus near the intersection of High Street and Main Street and will utilize the existing Washington Boulevard overpass to cross the UPRR and BART tracks before

heading south along Osgood Road. This extension will provide seamless bicycle and pedestrian access to the station.

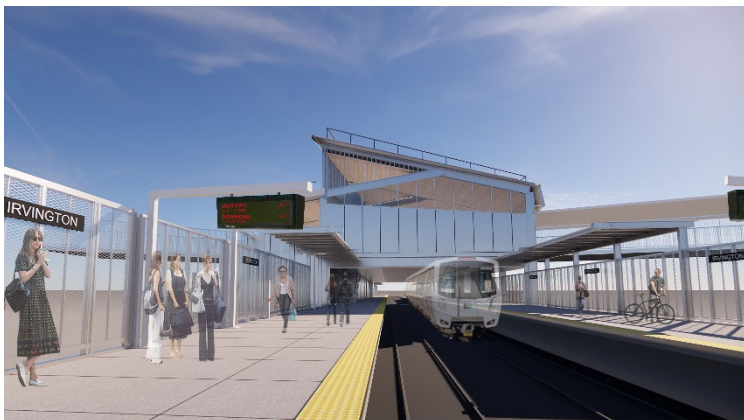
Once inside the station, a welcoming, airy concourse awaits. Patrons will be able to purchase or add value to Clipper Cards using ticket vending machines located along the north wall of the station. They will then pass through the next-generation fare gates and enter the paid area of the concourse. To reach the platforms, patrons will descend using one of the three sets of stairs or two elevators serving each platform.



PRELIMINARY AND SUBJECT TO CHANGE

VIEW FROM CONCOURSE 'PAID AREA' - LOOKING NORTH

Down at the platform level, BART trains will whisk patrons south to Silicon Valley or north towards San Francisco and Oakland.



PRELIMINARY AND SUBJECT TO CHANGE

VIEW FROM PLATFORM - LOOKING SOUTH

## *Irvington Station Art Program*

To further enhance the patron experience, artwork will be incorporated that will help bring the station to life. An artist selection panel, which included representatives from the City of Fremont, BART and members of the Bay Area art community, recently selected Rebeca Mendez as the artist for Irvington Station. Examples of her previous work can be found at <https://rebecamendez.com/>.

As Rebeca begins to develop concepts for the art, we will need your help. Community engagement meetings will be held that will both provide an opportunity to meet Rebeca and to share feedback on what makes Irvington, and Fremont in general, a special place to live and work. This input will be invaluable to help ensure art that is meaningful to the community. Due to COVID concerns, these community engagement meetings will likely be held virtually. Announcements for the meetings will be posted on this website, as well as on the City of Fremont website.

The Irvington design effort is made possible by 2014 Measure BB funding allocated by the Alameda County Transportation Commission, as well as Regional Measure 2 funding provided by the Metropolitan Transportation Commission.