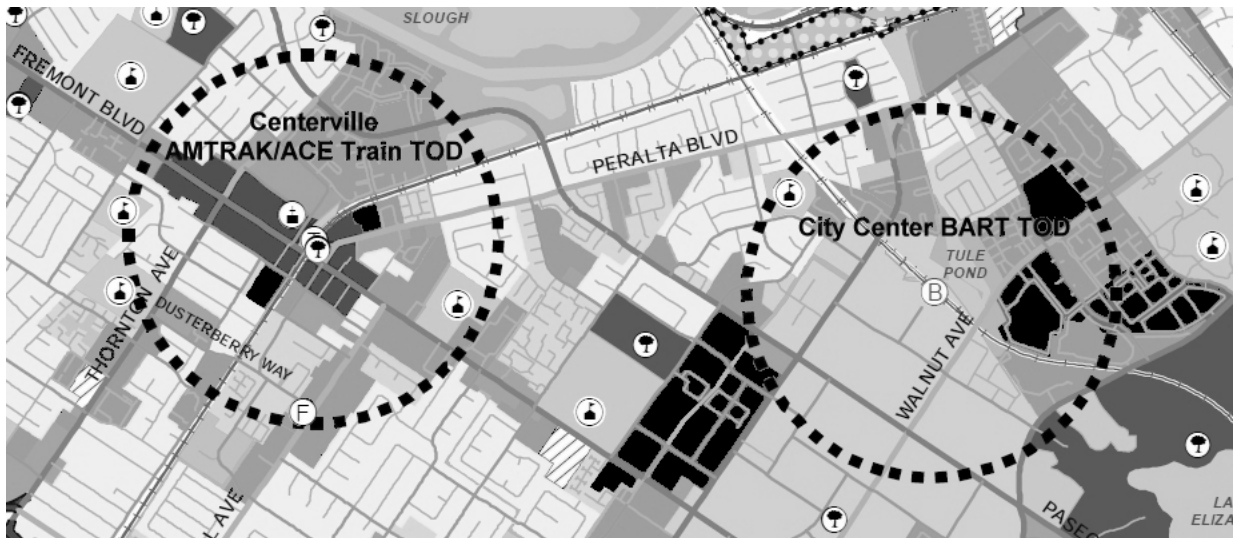


# Shape Our Fremont

Where Fremont residents can learn about shaping proposed housing developments...

## Transit Oriented Development Overlays - TODs



[Urban Residential in black]

Fremont's Transit Oriented Development (TOD) Overlay is a designation applied to four areas within a 1/2-mile radius of existing and future transit stations.

The City says its TOD areas share a common goal of maximizing transit use through density, land use mix, building form, and design, and are intended to be vibrant pedestrian-oriented districts. TODs have higher residential density than the immediately surrounding areas in order to support transit ridership and promote a sense of place.

Fremont's TODs were introduced in response to the State's directive to reduce air pollution and energy consumption through promotion of mass-transit ridership. Does Fremont's implementation of TOD planning match its TOD goals?

### TOD Urban Residential Density

Only properties designated as Commercial, Industrial and Urban Residential in Fremont's General Plan are subject to special TOD zoning. The minimum density for new housing developments in an Urban Residential area increases from 30.0 up to 50.1 dwelling units per net acre if it is within a TOD.

Placing high-density housing at one edge of a TOD and goods and services at the other creates a mile long walk. There aren't any new mixed-use TOD projects that incorporate ground-floor retail to support the residents' needs. Urban Residential TOD density necessitates high-rise buildings. How does locating them in the middle of our existing neighborhoods promote a sense of place?

One goal of a TOD overlay is to reduce greenhouse gas emissions. If the City just uses wide TOD overlays as an excuse to add islands of high-density housing to an overcrowded city, it adds more traffic which in the end only increases automobile emissions. Residential

concentration intensifies the impact on the local school. Only two elementary schools are within any TOD so most of the elementary school students from TOD developments will have to be driven to school.

### **TOD Parking Spaces**

The zoning rules for developments in Urban Residential TOD areas limit the number of parking spaces that developers are allowed to provide to a total of 1.75 spaces per unit for residents and guests. This TOD restriction was implemented to promote "transit use and walkability". However, expecting low car ownership is unrealistic and putting a cap on the number of parking spaces developers are allowed to provide will just cause parking problems in the area around a project.

Fremont is not (yet) a completely urban city with infrastructure in place to provide non-automobile transit throughout the city. Walking over a half mile is not easy for seniors, children, and those with limited mobility. However, as a self-proclaimed Millennial recently said, bus transit doesn't go everywhere in Fremont and, except for traveling to and from work, cars are needed.

So encouraging residents to walk is great - but we should be realistic about providing enough parking spaces for the cars they will own.

### **Centerville AMTRAK/ACE Train TOD**

The train station in Centerville is only served by AMTRAK and ACE Train both of which primarily go south to San Jose. There are only a few Centerville properties designated as Urban Residential, but Fremont is packing in townhouses all along Peralta Blvd.

### **Fremont City Center BART TOD**

The only property designated Urban Residential in this TOD, that is not already filled with multi-family housing, is at the corner of Walnut Ave. and Guardino Dr. It is 3/4 mile to the Raley's shopping center. Parking is already crowded in that neighborhood. Being in an Urban Residential TOD, any developer of this property may only provide 1.75 total parking spaces per unit and having to conform to the minimum TOD density will exacerbate that problem.

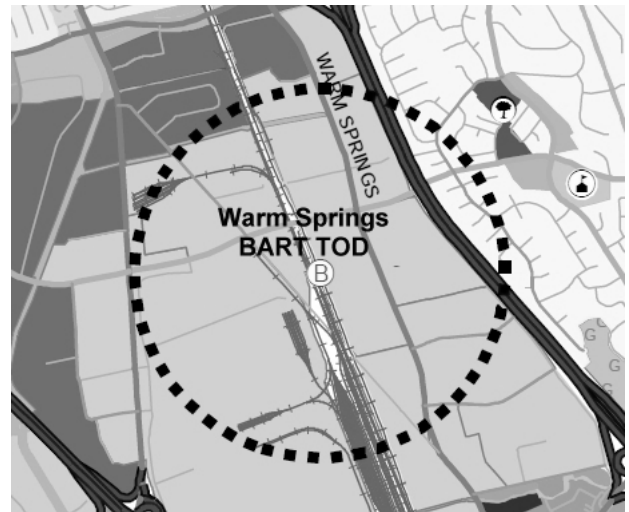
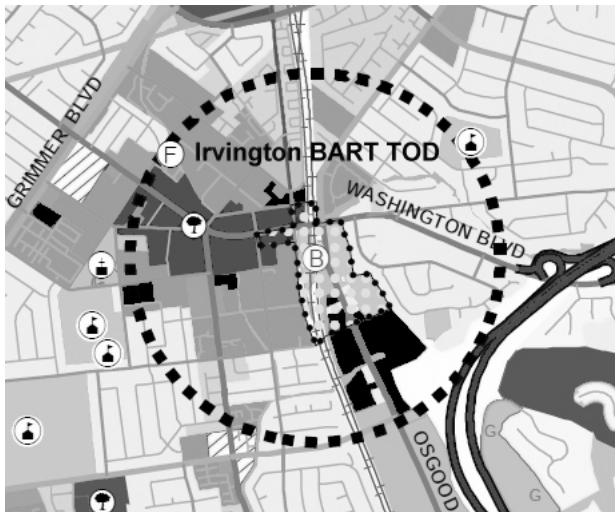
### **Irvington BART TOD**

This TOD was designated in 2011 around a BART station that has yet to be built and was only financed last November. The largest Urban Residential section is on Osgood Road south of the proposed BART station. Several 5-story projects have been approved or are proposed for that stretch.

There is no place to cross the railroad or BART tracks anywhere between Washington Blvd. and Automall Parkway. Blacow doesn't go through. There are no convenience stores, restaurants, or parks anywhere along that part of Osgood. Pedestrians will have to walk all the way up to Washington, cross over the tracks and then on down to Irvington well over 1/2 mile away. Getting to schools will require a car.

## Warm Springs BART TOD

The development in this area is defined by the Warm Springs/South Fremont Master Plan. It is a mixture of Industrial, Commercial, Medium and Urban Residential sections. It is the only TOD area in Fremont with a Master Plan.



[Urban Residential in black]