

Shape Our Fremont

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

Five-Story Towers Planned for Osgood Road



Irvington BART TOD

While a lot of attention has been focused on plans for the area around the new Warm Springs BART station, development of the area around the future Irvington BART station is starting to take shape without much publicity.

The proposed developments are within the Irvington BART Transit Oriented Development (TOD) area, which extends a half mile in all directions from the future station. The properties to the north have already been heavily developed with three-story townhouses and a four-story residential tower, but those to the south along Osgood Road have remained untouched. That's about to change.

Housing Comes First

The Irvington BART station is slated to be built near the intersection of Osgood Road and Washington Boulevard. The track is in place, but there is no firm date for the actual construction or opening of the station.

In the meantime, most of the land on both sides of Osgood Road within the TOD has been designated for Urban Residential development in the Fremont General Plan. That is the highest housing density allowed in the city and it permits developers to build from 30 to 70 dwelling units per net acre – usually apartments or condos in high-rise buildings. Currently, there are two developments being proposed for this area.

The first is the Osgood Residences development located at 42111 and 42183 Osgood Road, on the west side adjacent to the BART and Union Pacific Railroad tracks. These two adjoining properties cover a total of 1.6 acres and are currently occupied by two houses. The developer proposes to remove the houses and construct a single five-story tower surrounded by a private roadway. The ground floor of the tower will be a parking garage, and the upper four floors will have 93 condominiums. Vehicle entrance and exit will be right-in/right-out driveways on southbound Osgood. This project has been formally reviewed by the City of Fremont Planning Department and is scheduled for presentation to the Planning Commission on March 12.

The second is the Osgood Road Homes development located on a single lot at 41868 Osgood Road, on the east side. This lot covers just one-half acre and is occupied by a house. The developer plans to remove the house and build a single five-story tower with a driveway along one side. A parking garage will occupy two floors – one below ground, and the other at ground level. The upper three floors will contain 31 condominiums. Vehicle entrance and exit will be a single right-in/right-out driveway on northbound Osgood. This project is still in a preliminary review process.

Impacts

Projects involving high-density housing can have significant impacts simply because of the large number of dwellings involved. The two developments currently being proposed have a total of 124 dwellings, but the entire half-mile Transit Oriented Development area along Osgood Road has the potential for adding up to 1,500 dwellings, all in multi-story buildings.

These 1,500 dwellings can be expected to result in an additional 1,500 to 3,000 vehicles entering, exiting, and making U-turns onto Osgood Road, which is already a busy commute route. This traffic will head north onto Washington Boulevard and Driscoll Road or continue south to Auto Mall Parkway – all of which are overcrowded commute routes. There are no other ways in and out of the area.

And finally, the number of children living in the new Osgood Road TOD area may add 500 or more students to the local schools. Many of these schools are already overcrowded, and access to them requires travel along busy streets.

...and Issues

In addition to specific impacts, there are also some broader issues. One is whether these Transit Oriented Development projects should be built until the Irvington BART station is opened. Although funding for the station was included as part of the recently approved Alameda County Measure BB, there is no firm construction date and no guarantee that the approved funds will be sufficient to finish the project.

Another issue is whether such high-density developments should be built on individual small lots, or whether it would be better to require larger lot sizes to allow a more unified planned district. Larger lots would reduce the number of in/out driveways along Osgood and provide room within each development for walkways, tot lots, and other features needed in an urban community.

To express your comments and concerns about these projects, contact the Planning Department:

Osgood Road TOD: Kristie Wheeler at kwheeler@fremont.gov

Osgood Residences: Terry Wong at twong@fremont.gov

Osgood Road Homes: David Wage at dwage@fremont.gov

See more about these and other development projects at:

www.ShapeOurFremont.com