



WARM SPRINGS/ SOUTH FREMONT COMMUNITY PLAN

*Adopted by Council Resolution 2014-43
on 07.22.2014*

Tesla. Boston Scientific. Solaria. Arcsoft. Micron. Seagate. Plexus. Biolytic. Bruker. Intematix. Sora. Oorja. Western Digital. LAM Research. Excelitas Technologies. These are just a few of the technology companies that have called Fremont home for advanced manufacturing.

Apple and Steve Jobs chose to open their first manufacturing site here in 1984 and the first Macintosh computer was made in Fremont. Tesla manufactures its sleek all-electric Model S sedans here. For Oorja, it's methanol fuel cells. Heart and neurovascular medical devices are manufactured by Boston Scientific. For Enovix, it's 3D silicon anode energy storage cells. Neurovascular intervention is one of many medical tools designed and manufactured at Stryker.

It is not one company that makes Fremont the hub of the Silicon Valley for advanced manufacturing. The 880-acre Warm Springs/South Fremont Community Plan area embodies all that is right about Fremont's desirability for companies, employees and residents. The Community Plan area has:

- Substantial availability of competitively priced, under-utilized, industrially-zoned land
- Direct and easy access to two interstates and rail transport lines
- Very close proximity to three international airports and the Port of Oakland
- Multimodal commuter transportation systems that link employment centers, residential areas, and regional culture centers.

The Bay Area transit system also impressively links six regional professional sports franchises (San Francisco 49ers, Oakland Raiders, Oakland Athletics, San Francisco Giants, Golden State Warriors, and the San Jose Sharks). Only New York City can make the same claim.

And it's not just the infrastructure that draws companies and people to Fremont. Just look at the numbers:

- No. 1 in the nation for patents per capita (1 patent per 100 residents) – SizeUp.com 2012
- No. 1 in the nation for tech startups per capita – SizeUp.com 2012 (twice the startups per capita as the No. 2 city of San Jose)
- No. 2 for Best American City for Innovation – Newsweek 2010
- No. 2 for Best Run Cities in the Nation – 24/7 Wall Street 2014 (soaring up from No. 5 the year before)
- No. 2 for Safest City in America – Business Insider 2013 and 2012
- No. 3 for Sharpest, Smartest City in America – Readers Digest 2012

And the list goes on.

For all these reasons, Warm Springs stands out nationally as an unparalleled opportunity for Transit Oriented Development that harnesses workforce potential combined with 21st Century living amenities.

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Figure 1.1 View looking east towards Warm Springs BART station along Innovation Way

1

VISION AND PRINCIPLES

Today, the Warm Springs area is in a distinct transition. The area can be partially characterized by large vacant parcels and underutilized industrial land, but the area is also home to numerous advanced manufacturing and R&D companies. The strong economic upturn in the Bay area plus the opening of the BART station will provide the Community Plan with the start it so deserves.

In five years, the urban residential communities, the elementary school and the urban park will all be completed and occupied, forming the base of the urban vision for Warm Springs. The iconic bridge is expected to be in place, connecting the east and west of the Community Plan for pedestrians and bicyclists, and much of the planned public infrastructure will be in place, including the new Innovation Way. And the BART line is schedule to be fully extended and operational to Milpitas and Berryessa.

Ten years out should show Warm Springs in a whole new light – with supportive retail and hotel uses in place and the re-establishment of the older industrial areas with renovated, expanded or new buildings. New infrastructure would include completed sidewalks, bike lanes, street trees, intersection improvements, and the addition of signalization where needed.

Finally, in 2035, Warm Springs should be fully urbanized with new office buildings and users, new advanced manufacturing buildings and R&D businesses, and a substantial portion of the older industrial areas rejuvenated.

To set the transformation in motion, the Vision is of an Innovation District celebrated for its inventive gathering of thought leaders and their growing businesses, and for its dense mixed-use development with outstanding educational, civic, and residential uses surrounding the new Warm Springs/South Fremont BART station. As such, the Warm Springs Innovation District offers a unique opportunity for flexible development at sustainable densities.

This chapter of the Community Plan takes that vision, describes its history and defines its potential. The roots of the vision come from the leadership of the City Council in its high expectations for this area to deliver a vital, new sustainable district of the City offering strategically urban living and working opportunities.

This Community Plan will serve as both a planning and an implementation tool for the realization of a living/working district of innovation. It builds upon specific studies of existing conditions, land use potentials, public and private development strategies, and transportation and infrastructure investments.

1.1 PLAN FOUNDATION

In 2010, the City of Fremont initiated a planning process for the 879 acres in South Fremont, surrounding the Warm Springs/South Fremont BART station, which laid the groundwork for positive change through development of land use alternatives, economic development strategies and transportation/infrastructure assessments.

With the closing of the 5.4 million square foot New United Motor Manufacturing, Inc. (NUMMI) plant, the City of Fremont applied for and received a grant from the U.S. Department of Commerce Economic Development Administration (EDA) to develop a Recovery Strategy for the site and the area surrounding the future Warm Springs/South Fremont BART Station. Tesla Motor's subsequent purchase of the plant helped to solidify this facility as a major employment anchor for Warm Springs/South Fremont. A Land Use Alternatives Study, and other economic studies were completed to inform the Warm Springs/South Fremont Community Plan.

Supported by a working panel from the Urban Land Institute, the City envisioned a bold strategy to transform this area into an Innovation District and employment center accommodating a mix of compatible uses focused around the synergies embodied in the new BART station and adjacent undeveloped land.

In 2011 and 2012, the City gave substantive attention to the elements of an Innovation District for the Warm Springs/South Fremont area and engaged policy and design to bring these ideas to life. With this work and the encouragement of City leaders, the area was then ready for Priority Development Area (PDA) analysis and the development of a Community Plan. A Priority Development Area (PDA) is a program of the group Focus. Focus is a consortium of regional agencies in the Bay Area that have consolidated their efforts towards encouraging responsible growth, promoting better connections between land uses and transportation and protecting the environment.

The PDA planning program is an initiative to finance planning in PDAs that will result in intensified land uses around public transit hubs and bus and rail corridors. The program is geared toward:

- Increasing jobs and housing supply, including affordable housing.
- Increasing land-use intensities, thereby boosting transit ridership.
- Increasing walking, bicycling, carpooling and car sharing by promoting multi-modal connections.
- Locating key services and retail in the planning area to reduce auto trips.

Planning Elements

Community plans funded through the PDA program are required to address the Station Area Planning Principles outlined in MTC's Station Area Planning manual. At a minimum, plans are required to include the following planning elements:

1. An overview profile of the planning area including demographic and socioeconomic characteristics.
2. A public outreach and community involvement process.
3. Development of several land-use alternatives.
4. A market demand analysis for housing at all levels of affordability, jobs and retail in the planning area.
5. A housing strategy that promotes affordable housing and minimizes the displacement of residents.
6. A multi-modal access and connectivity strategy.
7. Pedestrian friendly design standards for buildings, streets and open space.
8. An accessibility analysis for people with disabilities.
9. A parking analysis to create a policy to reduce parking demand and supply.
10. An infrastructure development analysis and budget.
11. An Implementation plan and financing strategy to ensure the plan will be adopted and policies and programs updated as necessary.

1.2 PLAN CONTEXT



Figure 1.2: Bay Area Context

Within the Bay Region, the City of Fremont and the Warm Spring/South Fremont district hold the keys to a new economic generator – with the extraordinary resources for success already in place. Among others, and as illustrated by the maps included here (Fig. 1.2 and 1.3), these resources include: a central, highly visible location well served by highway, rail and soon to include a BART station; underutilized vacant land; interested owners; and a City committed to policies that can change the status quo of suburban development to encourage and enable innovative companies and developers.

Within the City of Fremont, Warm Springs/South Fremont is an area of promise, fueled by international interest in Tesla and the energetic and substantive efforts of the City to re-frame the vision of this place. Surrounding City districts are very different in character. Some provide the essential low density and light industrial settings that support the businesses of the region. South Fremont has an independent, neighborhood character but often feels isolated from the rest of the City. Neighborhoods to the east, divided by the highway, hold a very distinct and separate identity which will soon link more and more strongly with Warm Springs with the BART station area. To the north, there are roadway, bus links and future transit connections to Fremont's city center.

With the adoption of the General Plan (December 2011) and the Downtown Community Plan (August 2012) and pending City Center Plan, completion of the Warm Springs/South Fremont Community Plan will further the City's vision for the creation of a sustainable, strategically urban modern city.

The extension of the BART line further south will close the loop for a completely connected Bay area. This further enhances the potential of Warm Springs/South Fremont by providing efficient access to and from San Jose, Santa Clara, San Francisco, and points beyond. Connecting trains at key transit hubs provide rail service to Sacramento, Los Angeles, and all major U.S. cities.

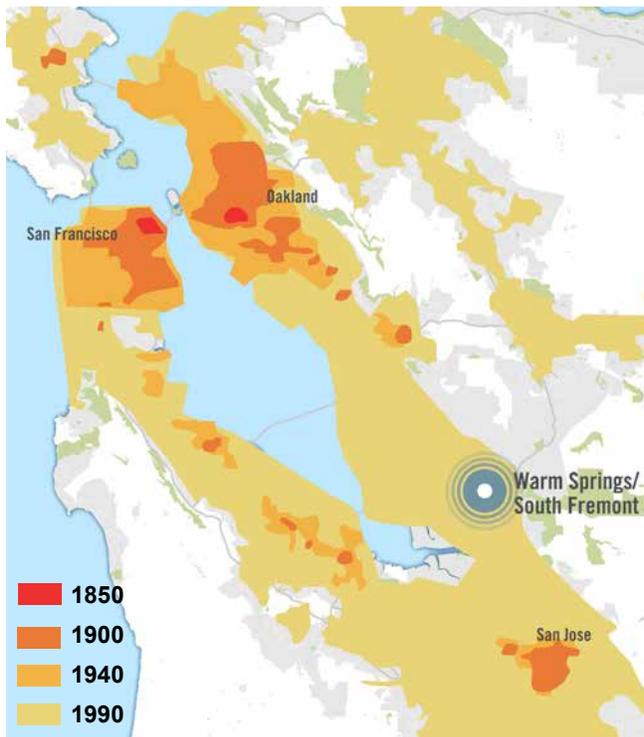


Figure 1.3: Bay Area Population Growth

1.3 VISION

To initiate the Community Plan process, the City Council reviewed and approved the strategies and methodologies of the Community Plan. Broad goals originally set in 2010 are reiterated below and are further developed as the eight Plan Principles that follow in Section 1.4 Principles. Finally, targets for jobs to be created and urban residential units to be delivered have guided the analysis and land use strategies behind the plan and are reflected fully in Chapter 2 – Land Use.



Community Quality of Life

- Create siting, design and implementation of development to: (a) promote a high quality, environmentally sustainable mix of uses that create a strong and positive sense of place, and (b) foster a synergistic relationship amongst uses in the area and the surrounding neighborhoods (*City Council Principle #3*).
- Design the area closest to the BART station as an active and vibrant urban center with integrated mixed-use communities that includes opportunities to live, work, and shop, supported by schools and public facilities (*City Council Principle #5*).
- Ensure opportunities for the public to provide review and input throughout the planning process (*City Council Principle #9*).



Connections

- Incorporate the use of pedestrian and bicycle paths into all site plans to provide for walkable neighborhoods and ease of non-vehicular travel, including safe and convenient connections to BART, the Pacific Commons retail center, and other key resident and employee destinations (*City Council Principle #6*).
- Include areas of open space at selected locations, particularly in areas with higher density uses and employment centers, such as small parks, public gathering locations and seating areas, and civic spaces (*City Council Principle #7*).



Economic Sustainability

- Incorporate use of buffers (landscaping, building setbacks and orientations, walkways and streets, or similar and features) to help provide separation between residential uses and employment-generating uses to maintain the viability of the respective uses (*City Council Principle #8*).
- Strategically create an area responsive to market changes over time by developing short, mid, and long-term development alternatives (*City Council Principle #11*).
- Consider a land use and development plan that as a whole can be financially feasible/market based and contribute to the City's employment, tax base and overall quality of life (*City Council Principle #12*).



Environmental Sustainability

- Incorporate sustainable design, including the reuse of existing structures where appropriate, passive stormwater retention and filtration systems, green buildings, walkable and mixed use communities and energy efficient systems (*City Council Principle #4*).



Future BART Station

- Create different intensities and densities around the BART station, with a variety of high density uses closer to the Station (*City Council Principle #2*).



Job Retention and Creation

- Actively pursue opportunities which create a high number of high-paying jobs, including green technology, manufacturing and professional jobs (*City Council Principle #1*).
- Encourage desirable development in a timely manner and seek opportunities to establish funding mechanisms for public infrastructure to spur private development without using the City's General Funds, unless otherwise specifically approved by Council (*City Council Principle #10*).

1.4 PRINCIPLES

COMMUNITY PLANNING PRINCIPLES

Presented here are eight Community Planning Principles that have guided the effort to envision the future of the district and translate that vision into specific land use, transportation, infrastructure and economic strategies.

1. Innovation Hub
2. Focused Intensity
3. Diversity of Uses
4. Well-Loved Public Places
5. Health and Recreation
6. Ease of Movement
7. Visually Interesting Urban Fabric
8. Ecological Health and Sustainability

The Community Plan Principles presented here are crafted to advance the vision for the Warm Springs/South Fremont area as articulated by the Fremont City Council and elucidated by planning, economic development, transportation and illustrative documents prepared over the last three years. The eight principles described and illustrated in this chapter serve that vision and establish a reference point for area owners and developers and for future public decision making as projects come forward for review.

The mix of land uses proposed for Warm Springs / South Fremont is intended to create a new district which will be a hub of innovation and social vibrancy. The Community Plan strategies to achieve this goal are designed to encourage flexibility and experimentation while setting performance standards for consistently high quality in the public realm. The greatest intensity of use will be located closest to the Warm Springs / South Fremont BART station and other district-wide transit infrastructure in order to encourage a transit-priority lifestyle. The result will be a 21st century model of a creative, healthy, and vibrant Innovation District.

Intensity and mixing of uses is enabled and encouraged to take the best advantage of the extraordinary resources of a new BART station, the extensive available lands for new development, the visibility and accessibility of the district regionally, and the powerful advantage of being located in the City of Fremont, a city of service, education, diversity and magnificent natural setting.

General Plan Policies

Relevant General Plan policies are included in the Appendix to this Plan. The General Plan policies are included for reference only, as an aid to this document. Please refer to the official General Plan for all citywide goals, policies and implementation programs.

INNOVATION HUB

Warm Springs / South Fremont will be a test-bed of 21st century innovation by enabling synergistic investment in a setting of high performance public realm and a neighborhood hub where creative people can intermingle and share ideas.

The San Francisco Bay Area is home to three of the top research universities in the world, over thirty Fortune 500 companies and countless innovation companies and creative start-ups. Located at the center of one of the world's most dynamic and innovative economies, Fremont has a solid foundation as a test-bed of 21st century innovation, particularly in advanced manufacturing, clean technology and biomedical technology. Fremont is known as the hub of advanced manufacturing in Silicon Valley. To continue to attract the most talented employers, inventors, researchers, workers and forward-looking urban developers from around the world, Warm Springs/ South Fremont must encourage interdisciplinary activity.

Providing an abundance of collaborative venues and open spaces will foster the creative process and provide workers, residents and visitors with both the respite of beautiful spaces and the excitement of urban vitality. Capitalizing on these intellectual capital, educational opportunities are meant to be integrated into all aspects of life at Warm Springs/ South Fremont, establishing a healthy ecosystem of creative growth where innovation happens quickly and ideas are shared more easily.



FOCUSED INTENSITY

Focused growth, integrated with access to transit options, will encourage healthier, more sustainable and affordable living and working environments.

Focused intensity around transit promotes responsible living and reduced natural resource consumption while at the same time increasing social livability and encouraging economic vibrancy. The new Warm Springs / South Fremont BART station will link workers and residents of the Warm Springs / South Fremont area to the rest of the region and an integrated system of transit. A shift towards a renewable energy-based, pedestrian-focused district is meant to allow people in Warm Springs / South Fremont to enjoy a healthy, high quality lifestyle while being more in balance with the natural ecology of the region.

Fremont residents can have the best jobs in the region and still be home for a family dinner. Workers can jump on BART after finishing a productive day at work, and still make it to any one of four professional sports stadiums in the region. Business teams can take their bikes on regional trails to the Bay over lunch or jump on BART and try the array of lunch options in downtown Fremont. Talented workers can easily access top research universities for continued learning and top-notch recruiting.





DIVERSITY OF USES

A diversity of uses, conveniently located near each other will promote a socially vibrant, pedestrian focused neighborhood where people are the most important ingredient.

The Warm Springs / South Fremont Community Plan is intended to include a variety of uses, including a school, giving workers and residents the choice of both commuting and fulfilling their daily needs without using their cars. With these services and amenities located within comfortable walking distance, people will be able to walk their children to school on their way to the train in the morning or stop at the market to pick up groceries on their way home in the evening.

To ensure long-term economic vitality and a healthy jobs/ housing balance the District will enable flexible use strategies that encourage an even greater mix of uses as the area develops. The Warm Springs / South Fremont District is meant to capitalize on energy from vibrant growth catalysts in and around the area ranging from: Silicon Valley's community of innovation companies, to the Tesla automotive plant and the new Warm Springs / South Fremont BART station. Focusing jobs and social interaction around transit and key neighborhood spaces encourages people to engage and inhabit the public realm.



WELL-LOVED PUBLIC PLACES

People love and are attracted to places that offer high quality destinations that are safe, and vibrant and accessible to all.

Places that are well loved have their own unique character and offer residents a variety of locally serving amenities and cultural venues, with easy access to public transit and a comfortable, attractive pedestrian environment. As one powerful example, over the last few decades, the Bay Area has been a global epicenter of food, arts and culture. Vibrant urban cores such as San Francisco and Oakland are at the forefront of providing residents and workers with these cultural amenities. Fremont also boasts an extraordinary, international array of food options matching its diverse population. Places that are well loved have their own unique character and offer residents a variety of locally serving amenities and cultural venues, with easy access to public transit and a comfortable, attractive pedestrian environment.

Warm Springs / South Fremont is intended to provide workers, residents and visitors similar opportunities to those offered in other urban districts throughout the Bay Area. The Warm Springs cultural scene is envisioned to provide a setting for a fulfilling and high-quality employment area and lifestyle that will attract a highly skilled and flexible labor force; dynamic thinkers, creators and inventors.

HEALTH AND RECREATION

Weaving recreation and outdoor activities throughout the Warm Springs / South Fremont District will encourage more people to spend more time outside, promoting healthier life styles.

A unique relationship between nature, open space and urban living offers Bay Area residents a world class setting to enjoy the outdoors. Providing conveniently located, usable open space encourages workers and residents to spend more time outside, potentially engaging in healthy activities such as walking, biking or engaging in other forms of physical exercise and play. Warm Springs / South Fremont is intended to provide a beautiful and rejuvenating setting for outdoor experiences that enrich the social life of the people who work and live there.

With nearby access to the Bay, Fremont hills and their expansive trail networks, along with new Warm Springs open space areas, a rich resource can be made available in the Community Plan area. This can include both active recreation and quieter, slower paced forms of physical recreation, such as strolling or meditation.



EASE OF MOVEMENT

Multiple, connected circulation paths make all forms of movement easier and more convenient.

Short block dimensions and frequent intersections, mainly in the non-industrial areas, and a variety of engaging pedestrian and cycling routes form a neighborhood pattern of streets and blocks that encourage walking and biking. A network of interconnected routes and multiple connections between the Warm Springs / South Fremont District and surrounding areas of Fremont is intended to enhance ease of movement, facilitating links to an array of new amenities, open spaces and transit.

Walking and bicycling will be encouraged through the provision of routes and services that weave through Warm Springs and invite walkers and riders of all ages, capabilities and usage. Wide sidewalks and pedestrian safety strategies such as reduced curb-to-curb dimensions will be implemented to make walking safe and comfortable. Priority lanes for cyclists will be located on key streets as part of the primary circulation system for bikes, cars and shuttles. Separated bike lanes will be evaluated for all major open spaces and destinations. New BART shuttles, pedestrian routes and bicycle paths will work together to make getting to and from the Warm Springs /South Fremont BART station convenient and enjoyable for all.





VISUALLY INTERESTING URBAN FABRIC

People are inspired by and drawn to visually interesting urban forms that graciously respond to context and human scale.

Warm Springs / South Fremont is planned as a district of buildings that are architecturally interesting, appropriately scaled and that frame the public realm. Buildings will create well-defined street and park edges that frame the public realm and convey a sense of activity and liveliness, reinforcing Warm Springs / South Fremont as a pedestrian-focused district. Spaces between buildings will be comfortable, interesting and attractive places that contribute to a vibrant, urban neighborhood—defining an urban fabric of walkable blocks and varied experiences.

In order to produce a varied and visually interesting urban form, a range of building types is planned at Warm Springs / South Fremont. The distribution of building massing will focus the greatest intensity of use near transit, services and amenities by locating taller buildings near the new Warm Springs / South Fremont BART station. Individual building types will be shaped to produce well-proportioned forms that while providing urban intensities relate to a pedestrian scale and allow for a high degree of human comfort in the public realm by protecting against cold winds and providing access to sunlight.



ECOLOGICAL HEALTH AND SUSTAINABILITY

The presence of a regenerative network of interconnected urban and natural systems will establish an ecologically healthy district.

A network of green infrastructure will establish a healthy district that is balanced with local and global ecologies, reduce natural resource consumption and establish outdoor environments that are attractive and meaningful. It is also an ideal way to support Fremont's strong clean technology cluster by offering potential demonstration and market opportunities. Established over time, this network would employ a wide range of types and scales of regenerative design strategies from bio-swales to district-wide energy systems. A critical component to the implementation of a green infrastructure network is to provide flexibility in the future to incorporate the best, new and emerging technologies as they become more available.

Warm Springs / South Fremont offers a unique opportunity to employ innovative green infrastructure and regenerative design strategies at a district scale, increasing the effectiveness of each strategy. This strategy will have the added benefit of supporting Fremont's clean tech industry.



Figure 2.1 View of possible full build-out, looking east from Warm Springs BART towards the East Bay hills

2

LAND USE

The following chapter describes the allowable Land Uses for Warm Springs / South Fremont. The ultimate goal of the Land Use Plan is to provide flexibility for development over time while maintaining a diversity of uses that promote and provide opportunities for innovation, ensure a high quality working and living environment and meet housing, employment and sustainability targets.

Eight Land Uses are organized into ten geographic Land Use Areas that encourage development diversity while ensuring harmony between uses that are located in close proximity. Each Land Use Area is assigned a Land Use Type, establishing the mix and intensity of uses best suited to that context. Land Use Standards set the parameters and include: Minimum Intensity; a Jobs Factor; and Minimum and Maximum Site Areas.

Master Plans for larger sites are required, in recognition that it will take time to achieve Project Targets for each Land Use Area and Type. This will allow land owners and developers to commence development while guaranteeing achievement of Community Plan Targets.

The Warm Springs / South Fremont Land Use Plan is unique in its mix of jobs-related and residential uses. Key land use standards will help ensure a healthy and supportive mixing of these uses in a unique and innovative manner creating a 21st century model of a mixed-use district.

2.1 PLANNING AREAS & LAND USE MIX

Planning Areas

Planning areas define the locations and boundaries of various land use mixes and intensities within the Warm Springs / South Fremont District based on proximity to transit, adjoining uses and the desired type(s) of development at that location (Fig. 2.2 Planning Areas and Land Use Mix Plan). The Planning Areas are as follows:

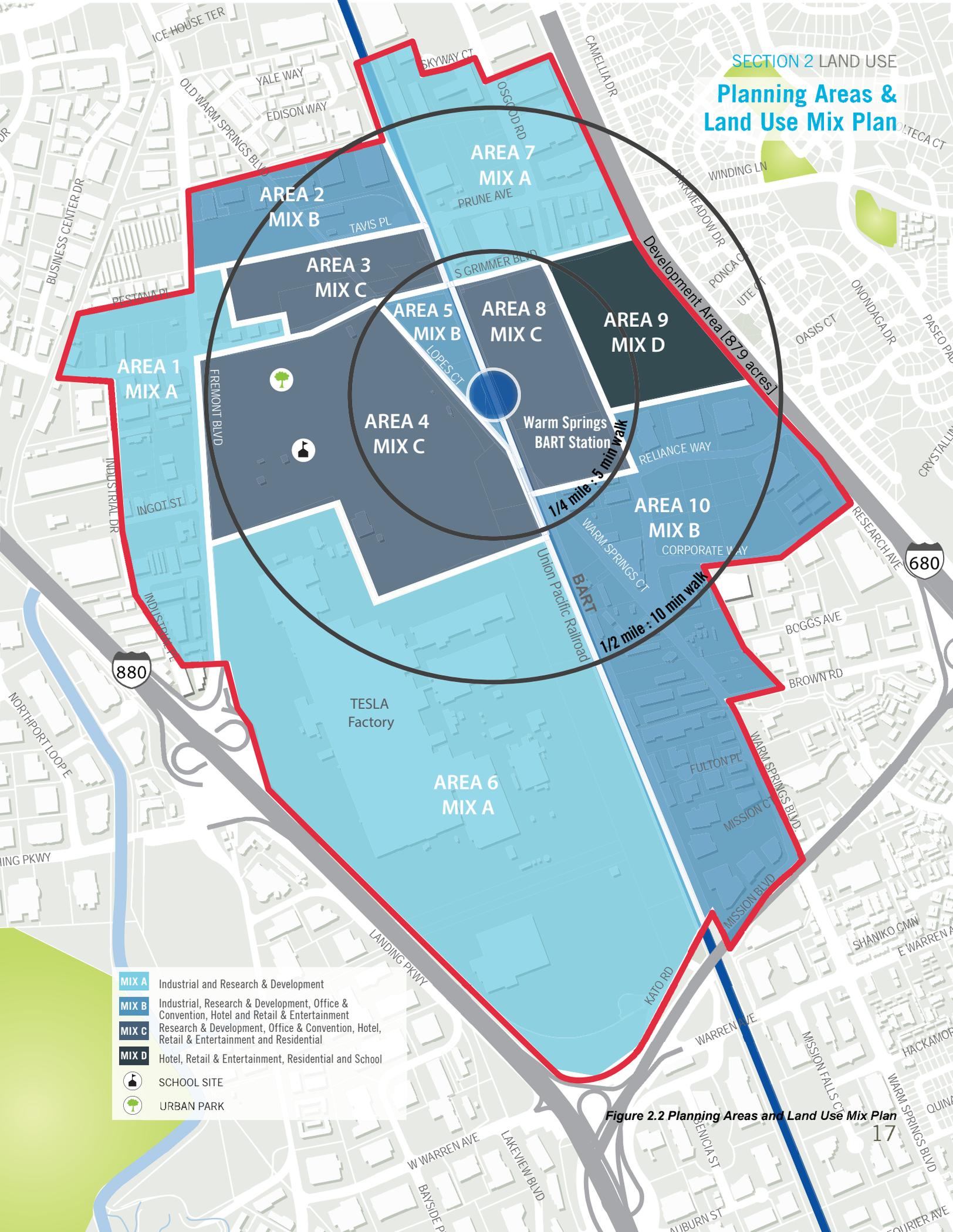
1. Fremont Boulevard
2. Old Warm Springs Boulevard north
3. Old Warm Springs Boulevard south
4. Innovation Way
5. Lopes Court
6. Southwestern
7. Grimmer Boulevard north
8. BART area
9. Warm Springs Boulevard east
10. Warm Springs Court

Land Use Mix

The Land Use Mix establishes the desired combination of land uses within each Planning Area. A wide variety of land uses are allowed to support the goal of creating an employment based, mixed-use district.

- **Mix A:** Industrial and Research & Development
The lowest intensity jobs-related uses, Mix A provides an optimum setting for the ongoing process of advanced manufacturing, research, routine product testing and experimental production.
- **Mix B:** Industrial, Research & Development, Office & Convention, Hotel and Retail & Entertainment
A combination of low and high intensity jobs-related uses, Mix B establishes an innovation zone where production, research, administration and the sharing of new discoveries can intermingle and overlap. Amenity and service uses are included in Mix B to support and enhance the functioning of this mix.
- **Mix C:** Research & Development, Office & Convention, Hotel, Retail & Entertainment and Residential
A combination of the highest intensity jobs-related uses, residential and community oriented uses, Mix C is a mixed-use environment where people are encouraged to live, work, shop, play, stay and learn.
- **Mix D:** Hotel, Retail & Entertainment, Residential and School
Residential and community oriented uses, Mix D establishes mixed-use, transit-oriented residential neighborhoods that offer high-quality living environments.

SECTION 2 LAND USE
**Planning Areas &
 Land Use Mix Plan**



- MIX A** Industrial and Research & Development
- MIX B** Industrial, Research & Development, Office & Convention, Hotel and Retail & Entertainment
- MIX C** Research & Development, Office & Convention, Hotel, Retail & Entertainment and Residential
- MIX D** Hotel, Retail & Entertainment, Residential and School
- SCHOOL SITE
- URBAN PARK

Figure 2.2 Planning Areas and Land Use Mix Plan

2.2 LAND USES & LAND USE STANDARDS

Land Uses

Eight land uses define the various mix of uses that are desired (Fig. 2.3 Land Use Matrix). Broad descriptions are provided for each land use to give a general understanding of the intentions for each use. A specific list of allowed uses for each land use type will be adopted as part of the Community Plan implementation.

Land Use Standards and Factors

Baseline minimum and maximum development and parking standards have been established in order to meet regional and Citywide goals for employment and housing. Key baseline standards include:

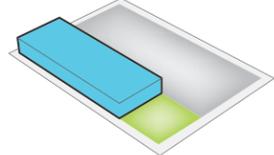
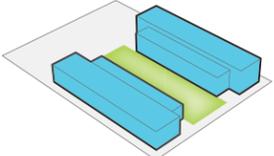
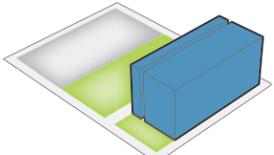
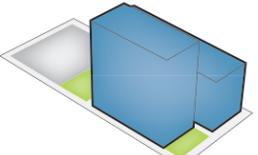
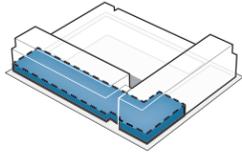
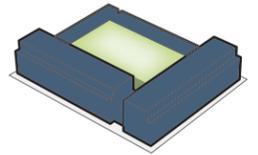
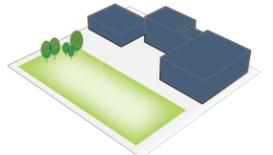
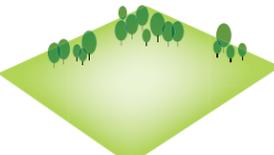
- **Minimum Site Area:** Minimum site areas are development standards that shall be met and are established for research and development uses, as well as for hotels, the school and the public park, in order to reserve a minimum amount of land in certain Planning Areas for the development of these preferred land uses. The minimum site area standards will help guarantee the ultimate build out of the desired mixes of uses at Warm Springs/South Fremont.
- **Minimum Building Intensity:** Minimum floor area ratios (FAR) and dwelling units per acre (DU/Acre) are development standards that shall be met and have been established to help meet employment and housing targets. The FARs and DU/Acre are calculated on net site area, once a development proposal has been submitted to the City.
- **Maximum Parking:** Maximum parking ratios are development standards that shall be met, instead of minimum standards, to implement the vision of a pedestrian focused, transit-oriented district.
- **Jobs Factor:** A jobs factor (Jobs/Acre or Jobs/SF) is an estimated target to determine future employment for the area and is not meant to be absolutely met by each development proposal. A factor has been assigned to each specific Land Use Type in order to estimate the total future employment at Warm Springs/South Fremont. Jobs factors have been established with the guidance of Economic & Planning Systems, Inc. (EPS) and their background reports for the project (available from the City).

Any change to the land use standards shall be approved by the City Council, as an amendment to the Community Plan.

Land Uses

Land Use Mix and Land Use Standards

Land Use Intent

	MIX A	MIX B	MIX C	MIX D	
<p>Industrial Land uses including in the process of making products by using machinery and factories.</p>		<p>Minimum Building Intensity Within 1/2 mile of transit: 0.50 FAR, Outside 1/2 mile of transit: 0.35 FAR Maximum parking 3/1000 SF Jobs Factor 10-20 Jobs / Acre</p>			<p>This Land Use Type is intended to create an optimum setting for industrial land uses such as, but not limited to: high technology, life science and advanced manufacturing.</p>
<p>Research & Development Land uses including research, routine product testing, experimental production and the training of personnel.</p>			<p>Minimum Building Intensity Within 1/2 mile of transit: 0.50 FAR Outside 1/2 mile of transit: 0.35 FAR Maximum parking 3/1000 SF Jobs Factor 35 Jobs / Acre</p>		<p>This Land Use Type is intended to support uses involved in scientific and technological discoveries and the creation new products, processes, and services.</p>
<p>Office & Convention Land uses including professional, administrative, or business related services, conference centers and other collaborative venues.</p>			<p>Minimum Building Intensity Within 1/2 mile of transit: 1.50 FAR Outside 1/2 mile of transit: 0.50 FAR Maximum parking 3/1000 SF Jobs Factor Within 1/4 Mile of Transit: 58-60 Jobs / Acre Outside 1/4 Mile of Transit: 22-37 Jobs / Acre</p>		<p>This Land Use Type is intended to support office uses that have a higher intensity of use than other jobs-focused land uses and provide a setting for a convention center and other collaborative venues.</p>
<p>Hotel Land uses including temporary rented rooms for paying guests, meeting spaces and food service.</p>				<p>Minimum Building Intensity Within 1/2 mile of transit: 1.50 FAR Outside 1/2 mile of transit: 1.00 FAR Maximum parking 1/guest room Jobs Factor 0.35 Job / guest room</p>	<p>This Land Use Type is intended to provide lodging and hospitality uses for workers, residents and visitors.</p>
<p>Retail & Entertainment Land uses including the sale of goods to the public for use or consumption and uses that provide a venue for entertainment.</p>				<p>Minimum Intensity 2000 SF / Acre Maximum parking 3/1000 SF Jobs Factor 1 Job / 300 SF</p>	<p>This Land Use Type is intended to provide locally serving retail, services and amenities for workers, residents and visitors.</p>
<p>Residential Land uses including for sale or rented places to live and related uses including childcare facilities, recreational facilities, private outdoor space and other residential related uses.</p>				<p>Minimum Intensity Within 1/4 mile of transit: 50 DU/Acre Outside 1/4 mile of transit: 30 DU/Acre Maximum parking Within 1/4 mile of transit: 1.5 spaces/unit Within 1/2 mile of transit: 2.0 spaces/unit</p>	<p>This Land Use Designation is intended to promote a mix of residential uses and related uses.</p>
<p>School Uses involved in providing instruction, especially to children. This land use type is reserved for an elementary school.</p>				<p>Minimum Area 5 to 10 Acre Site +/- 5 Acres: School Maximum parking 1/employee plus visitor spaces</p>	<p>The size of the school property will be determined by the State Board of Education and will be approximately 5 to 10 acres.</p>
<p>Public Open Space and Public Facilities An area of land that is developed for outdoor passive and active recreation and gathering which is accessible to the public.</p>				<p>Minimum Area Indicated in Figure 3.4 Project Targets and Section 3.3 Open Space</p>	<p>This Land Use Type is intended to provide conveniently located, publicly accessible open space.</p>

NOTE: Floor Area Ratios and Residential Densities are calculated based on net site areas.

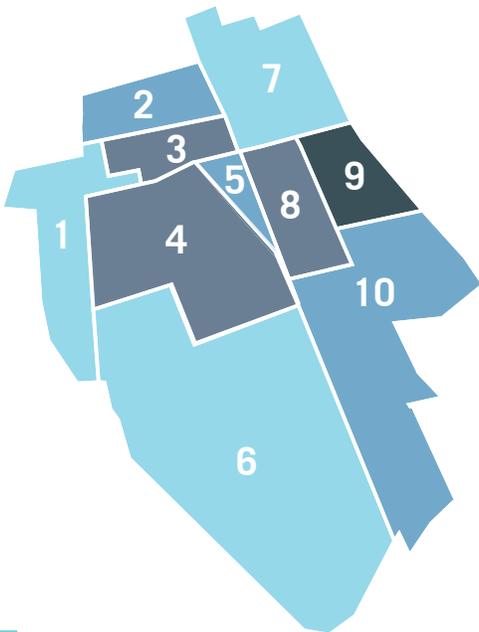
Figure 2.3 Land Use Matrix

2.3 COMMUNITY PLAN TARGETS

Project targets are provided as estimates to guide development and ensure that housing, employment and sustainability goals are achieved. Project targets are consistent with City of Fremont goals of achieving 10,000 to 20,000 new jobs and 2,700 to 4,000 new multi-family homes, as well as one or more major hotels, retail, a new elementary school and public open space. Project Targets are based on applying the minimum building intensities (shown on pages 18 and 19) to site areas to estimate non-residential building area, total jobs and total number of multi-family units. Residential targets are a product of total site area within ¼ mile of BART and total site area located outside of ¼ mile of BART.

Area 6 includes businesses such as Tesla Motors, Thermo Fisher and vacant properties. A similar intensity and type of development is allowed in Area 6 as is allowed in other Mix A areas.

The table on the following page demonstrates how, in one example, the targets may be achieved at buildout. The example assumes a certain mix of land uses in each Planning Area. It is not the intent of the table to identify or define what specific uses would be required, but how different uses within each land use mix could help achieve project targets.



- MIX A** Industrial and Research & Development
- MIX B** Industrial, Research & Development, Office & Convention, Hotel and Retail & Entertainment
- MIX C** Research & Development, Office & Convention, Hotel, Retail & Entertainment and Residential
- MIX D** Hotel, Retail & Entertainment, Residential and School

MIX A: TARGETS

Total Site Area:	472 Gross Acres
Total Estimated Floor Area:	2.1 to 2.6 million sf
Total Estimated Jobs:	2,000 to 5,000 Jobs

MIX B: TARGETS

Total Site Area:	171 Gross Acres
Total Estimated Floor Area:	3.2 to 4.5 million sf
Total Estimated Jobs:	3,000 to 7,000 Jobs

MIX C: TARGETS

Total Site Area:	200 Gross Acres
Total Estimated Floor Area:	3.2 to 4.5 million sf
Total Estimated Jobs:	5,000 to 8,000 Jobs
Total Estimated Dwelling Units:	2,000 to 3,000 du

MIX D: TARGETS

Total Site Area:	36 Gross Acres
Total Estimated Floor Area:	5,000 to 6,000 sf
Total Estimated Jobs:	10 to 30 Jobs
Total Estimated Dwelling Units:	700 to 1,000 du

TOTAL PROJECT TARGETS

Total Site Area:	879 Gross Acres
Total Estimated Floor Area:	8.5 to 11.6 million sf
Total Estimated Jobs:	10,000 to 20,000 Jobs
Total Estimated Dwelling Units:	2,700 to 4,000 du

Figure 2.4 Summary of Community Plan Targets

MIX A: TARGETS

Total Site Area: 472 Gross Acres
Total Estimated Floor Area: 2,523,360 sf
Total Estimated Jobs: 7,550 Jobs

AREA 1

INDUSTRIAL

Possible Site Area: 62.5 Gross Acres
 Estimated Floor Area: 952,881 sf
 Estimated Jobs: 1,241 Jobs

RESEARCH & DEVELOPMENT

Minimum Site Area: 11.5 Gross Acres
 Estimated Floor Area: 250,461 sf
 Estimated Jobs: 175 Jobs

AREA 1 TOTALS

Total Site Area: 74.0 Gross Acres
Total Estimated Floor Area: 1,203,342 sf
Total Estimated Jobs: 1,416 Jobs

AREA 6

Total Site Area: 319.0 Gross Acres
Estimated Jobs: 4,500 Jobs

AREA 7

INDUSTRIAL

Possible Site Area: 62.0 Gross Acres
 Estimated Floor Area: 945,240 sf
 Estimated Jobs: 1,000 Jobs

RESEARCH & DEVELOPMENT

Minimum Site Area: 17.0 Gross Acres
 Estimated Floor Area: 370,277 sf
 Estimated Jobs: 634 Jobs

AREA 7 TOTALS

Total Site Area: 79.0 Gross Acres
Total Estimated Floor Area: 1,315,517 sf
Total Estimated Jobs: 1,634 Jobs

MIX B: TARGETS

Total Site Area: 170.5 Gross Acres
Total Estimated Floor Area: 3,584,231 sf
Total Estimated Jobs: 4,586 Jobs

AREA 2

RESEARCH & DEVELOPMENT

Total Site Area: 38.0 Gross Acres
 Estimated Floor Area: 827,640 sf
 Estimated Jobs: 837 Jobs

AREA TOTALS

Total Site Area: 38.0 Gross Acres
Total Estimated Floor Area: 827,640 sf
Total Estimated Jobs: 837 Jobs

AREA 5

RESEARCH & DEVELOPMENT

Minimum Site Area: 5.5 Gross Acres
 Estimated Floor Area: 119,790 sf
 Estimated Jobs: 327 Jobs

OFFICE & CONVENTION

Possible Site Area: 5.0 Gross Acres
 Estimated Floor Area: 326,700 sf
 Estimated Jobs: 745 Jobs

RETAIL & ENTERTAINMENT

Estimated Floor Area: 3,500 sf
 Estimated Jobs: 12 Jobs

AREA 5 TOTALS

Total Site Area: 10.5 Gross Acres
Total Estimated Floor Area: 449,900 sf
Total Estimated Jobs: 1,084 Jobs

AREA 10

INDUSTRIAL

Possible Site Area: 87.0 Gross Acres
 Estimated Floor Area: 1,326,375 sf
 Estimated Jobs: 932 Jobs

RESEARCH & DEVELOPMENT

Minimum Site Area: 30.0 Gross Acres
 Estimated Floor Area: 653,396 sf
 Estimated Jobs: 1,093 Jobs

OFFICE & CONVENTION

Possible Site Area: 5.0 Gross Acres
 Estimated Floor Area: 326,831 sf
 Estimated Jobs: 640 Jobs

AREA 10 TOTALS

Total Site Area: 122.0 Gross Acres
Total Estimated Floor Area: 2,306,601 sf
Total Estimated Jobs: 2,665 Jobs

MIX C: TARGETS

Total Site Area: 200.5 Gross Acres
Total Estimated Floor Area: 3,509,410 sf
Total Estimated Jobs: 7,234 Jobs
Total Estimated Dwelling Units: 3,000 du

AREA 3

RESEARCH & DEVELOPMENT

Minimum Site Area: 13.5 Gross Acres
 Estimated Floor Area: 294,030 sf
 Estimated Jobs: 952 Jobs

RESIDENTIAL - 1/4 mile from BART (1/8 of site area)

Possible Site Area: 5.2 Gross Acres
 Estimated Dwelling Units: 100 du

RESIDENTIAL - 1/2 mile from BART (7/8 of site area)

Possible Site Area: 8.3 Gross Acres
 Estimated Dwelling Units: 700 du

Residential Totals: 13.5 Gross Acres
 800 du

AREA 3 TOTALS

Total Site Area: 27.0 Gross Acres
Total Estimated Floor Area: 294,030 sf
Total Estimated Jobs: 952 Jobs
Total Estimated Dwelling Units: 800 du

AREA 4

RESEARCH & DEVELOPMENT

Minimum Site Area: 31.5 Gross Acres
 Estimated Floor Area: 686,070 sf
 Estimated Jobs: 1,096 Jobs

OFFICE & CONVENTION

Possible Site Area: 10.5 Gross Acres
 Estimated Floor Area: 686,070 sf
 Estimated Jobs: 2,904 Jobs

RETAIL & ENTERTAINMENT

Estimated Floor Area: 27,500 sf
 Estimated Jobs: 92 Jobs

RESIDENTIAL - 1/4 mile from BART (1/3 of site area)

Possible Site Area: 27.1 Gross Acres
 Estimated Dwelling Units: 1,025 du

RESIDENTIAL - 1/2 mile from BART (2/3 of site area)

Possible Site Area: 51.4 Gross Acres
 Estimated Dwelling Units: 1,175 du

Residential Totals: 78.5 Gross Acres
 2,200 du

SCHOOL

Minimum Site Area: 5.0 Gross Acres

PUBLIC OPEN SPACE

Minimum Site Area: 4.0 Gross Acres

AREA 4 TOTALS

Total Site Area: 129.5 Gross Acres
Total Estimated Floor Area: 1,399,640 sf
Total Estimated Jobs: 4,092 Jobs
Total Estimated Dwelling Units: 2,200 du

MIX D: TARGETS

Total Site Area: 36.0 Gross Acres
Total Estimated Floor Area: 6,000 sf
Total Estimated Jobs: 20 Jobs
Total Estimated Dwelling Units: 1,000 du

AREA 9

RETAIL & ENTERTAINMENT

Estimated Floor Area: 6,000 sf
 Estimated Jobs: 20 Jobs

RESIDENTIAL - 1/4 mile from BART (1/3 of site area)

Possible Site Area: 12.0 Gross Acres
 Estimated Dwelling Units: 333 du

RESIDENTIAL - 1/2 mile from BART (2/3 of site area)

Possible Site Area: 24.0 Gross Acres
 Estimated Dwelling Units: 667 du

Residential Totals: 36.0 Gross Acres
 1,000 du

AREA TOTALS

Total Site Area: 36.0 Gross Acres
Total Estimated Floor Area: 6,000 sf
Total Estimated Jobs: 20 Jobs
Total Estimated Dwelling Units: 1,000 du

AREA 8

RESEARCH & DEVELOPMENT

Minimum Site Area: 20.0 Gross Acres
 Estimated Floor Area: 435,600 sf
 Estimated Jobs: 653 Jobs

OFFICE & CONVENTION

Possible Site Area: 19.0 Gross Acres
 Estimated Floor Area: 1,241,460 sf
 Estimated Jobs: 1,300 Jobs

HOTEL

Minimum Site Area: 2.0 Gross Acres
 Estimated Floor Area: 130,680 sf
 Estimated Number of Rooms: 600 Rooms
 Estimated Jobs: 210 Jobs

RETAIL & ENTERTAINMENT

Estimated Floor Area: 8,000 sf
 Estimated Jobs: 27 Jobs

BART STATION

Possible Site Area: 3.0 Gross Acres

AREA 8 TOTALS

Total Site Area: 44.0 Gross Acres
Total Estimated Floor Area: 1,815,740 sf
Total Estimated Jobs: 2,190 Jobs

EXAMPLE TOTALS

Total Site Area: 879.0 Acres
Total Estimated Floor Area: 9,623,000 sf
Total Estimated Jobs: 19,390 Jobs
Total Estimated Dwelling Units: 4,000 du

NOTES:

1. Fire Department public safety facilities will be added as required by the adopted Standards of Cover.
2. Open space is required in all areas, as indicated in Chapter 3, at variable sizes.

Figure 2.5 Community Plan Targets

2.4 MASTER PLANS

Projects larger than five (5) acres are required to provide a Master Plan to show how applicable Land Use Targets will be achieved over time, how new streets and bicycle and pedestrian pathways interconnect with the overall Warm Springs/South Fremont street network and provide an acceptable plan for interim land uses for undeveloped land. The Master Plan shall also identify how the project will be phased. Figure 2.6 Sample Phased Master Plan illustrates this process.

Initial Phases

Initial phases of projects may be developed at lower intensities than allowed within Figure 2.3 Land Use Matrix. An acceptable plan for interim land uses for underdeveloped land must be provided.

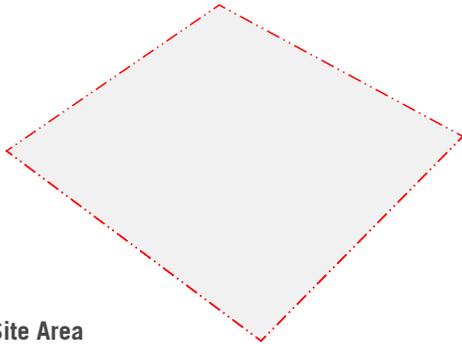
Intermediate Phases

Subsequent phases of projects must provide an increase in intensity of land use. Greater intensities should be located nearer to transit infrastructure, such as the Warm Springs/South Fremont BART station.

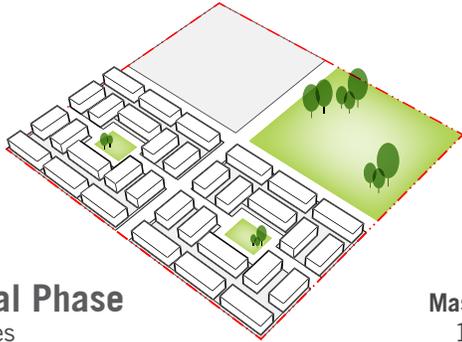
Final Phase: Master Plan

Completed Master Plans must achieve minimum development intensities indicated in Figure 2.3 Land Use Matrix.

Sample Residential (within 1/4 mile of BART station).
50 DU / Net Acre

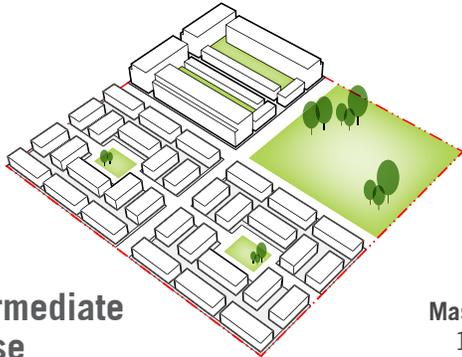


Total Site Area
 12 Acres



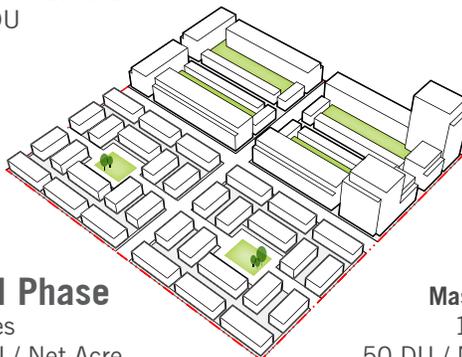
Initial Phase
 6 Acres
 30 DU / Net Acre
 180 DU

Master Plan
 12 Acres
 15 DU / Net Acre
 Total = 180 DU



Intermediate Phase
 3 Acres
 65 DU / Net Acre
 195 DU

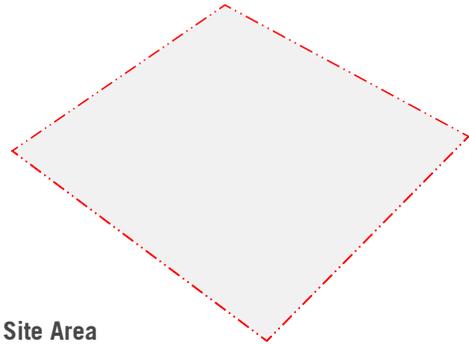
Master Plan
 12 Acres
 31.25 DU / Net Acre
 Total = 375 DU



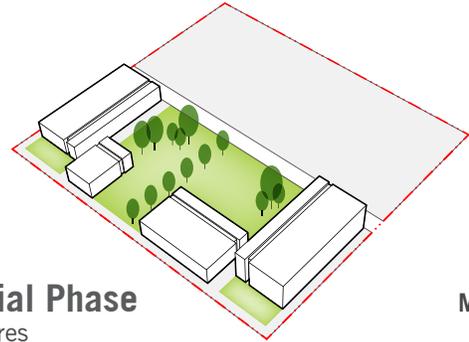
Final Phase
 3 Acres
 75 DU / Net Acre
 225 DU

Master Plan
 12 Acres
 50 DU / Net Acre
 Total = 600 DU

Sample Office
1.5 FAR

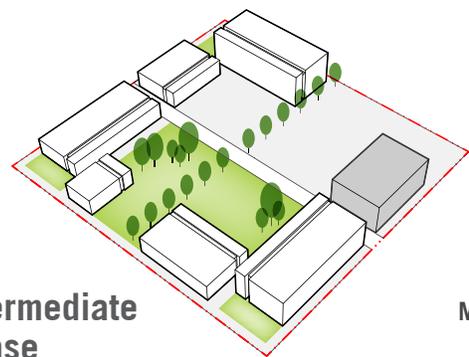


Total Site Area
 12 Acres



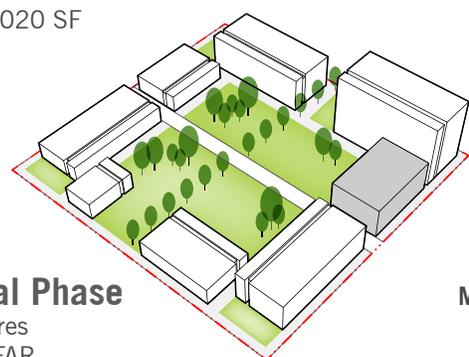
Initial Phase
 6 Acres
 1.0 FAR
 261,360 SF

Master Plan
 12 Acres
 0.5 FAR
 Total = 261,360 SF



Intermediate Phase
 3 Acres
 1.5 FAR
 196,020 SF

Master Plan
 12 Acres
 0.875 FAR
 Total = 457,380 SF



Final Phase
 3 Acres
 2.5 FAR
 326,700 SF

Master Plan
 12 Acres
 1.5 FAR
 Total = 784,080 SF

Figure 2.6 Sample Master Plan with conceptual phasing plan and building intensities



Figure 3.1 View looking towards Warm Springs BART

3

PUBLIC REALM AND TRANSPORTATION

This chapter provides requirements for the design and development of a public realm framework and transportation networks that will add value to the Warm Springs / South Fremont area and ensure public access and mobility for generations to come. The overlay of a correctly sized grid of new public streets, a network of new transportation opportunities and the distribution of new public open space are essential to liveability in an urban environment.

A robust public realm, in the form of public streets, open spaces and art work encourages a high degree of social interaction, promotes collaboration and the sharing of ideas, provides an urban landscape that is visually rich and varied and supports goals of reducing dependence on cars. Requiring a pattern of small blocks and many intersections provides a variety of engaging pedestrian focused, publicly accessible streets and paths that encourage walking and biking. Public open space requirements ensure that workers and residents enjoy the benefits of urban living by having convenient access to a wide array of outdoor spaces and activities.

To accommodate the increase in intensity of use, Warm Springs / South Fremont will have access to a broad range of transportation systems, including rail, bus transit, local streets and regional freeways. The addition of BART in late 2015 will increase the mobility of future residents and employees that will live, work, and shop within the plan area. When completed, these local and regional transportation facilities will enhance linkages between Warm Springs/ South Fremont, other activity centers within Alameda and Santa Clara Counties and the greater San Francisco Bay Area.

The proposed new street layout, transportation network and public open space distribution in this chapter are conceptual. Future development proposals must be carefully vetted through a master planning process to maintain compatibility and ensure they meet the goals and vision of the Community Plan.

3.1 NETWORK OF PUBLIC STREETS

The streets within the Warm Springs / South Fremont Community Plan will be “Complete Streets.” Complete Streets are roadways designed to safely accommodate as many users as possible, including bicyclists, pedestrians, transit riders, motorists, as well as emergency response vehicles. Complete streets contribute to creating a livable community, in which all people feel safe and welcome on the roadways. By encouraging people to walk and bike, complete streets help create a walkable, healthy, and sustainable community. This chapter provides street design standards that will create a pedestrian and bicycle friendly network of public streets.

A grid pattern provides for great mobility and a dispersal of impacts, but must still be applied in context. Simply providing a grid is not enough, the size of the blocks, layout of the streets themselves, street directionality, and even the grid pattern itself can have negative consequences. Block sizes must be small enough to create frequent intersections and encourage mobility for pedestrians and bicyclists. Streets cannot be too wide or cater solely to automotive traffic, lest they become barriers in themselves.

A primary new street in the area is Innovation Way, which connects Fremont Boulevard with the Warm Springs / South Fremont Bart station. This is seen as a new Urban Corridor and a primary new entry into the site. The western end of Innovation Way is intended to be aligned with the existing intersection of Fremont Boulevard and Ingot Street. This intersection is meant to become a major new gateway into the district.

A conceptual grid of corridors and streets has been overlaid onto the existing large parcels which currently do not have any streets. This conceptual street grid has been sized to anticipate the grain of new development with larger blocks in non-residential areas and smaller blocks in residential areas and areas closer to the BART station. The exact layout and size of these streets and blocks can be adjusted to suit the size and scale of proposed developments and will also be influenced by whether sites are developed by a master-developer or subdivided into individual parcels.

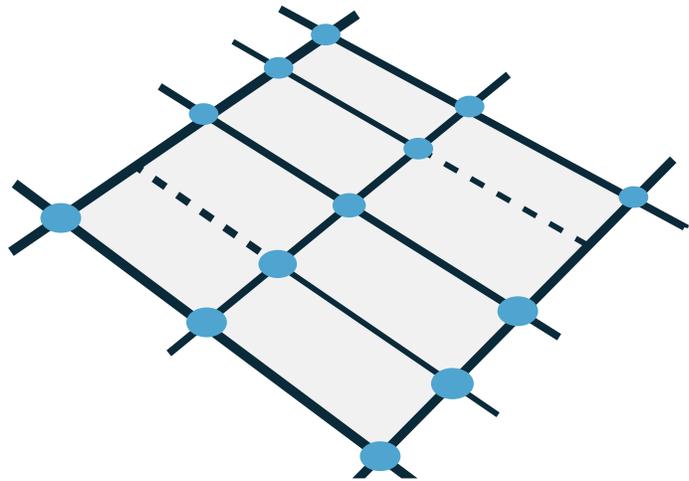


Figure 3.2 Connectivity: 140 Intersections per square mile

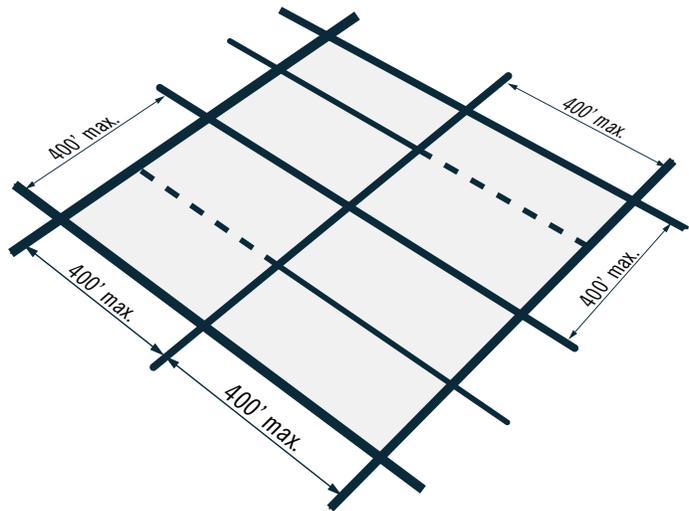


Figure 3.3 Connected Community: Maximum 400 foot distance between connections

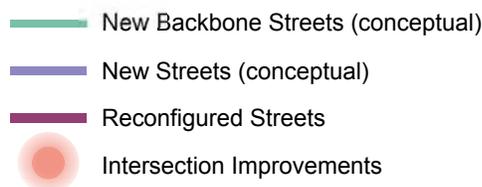
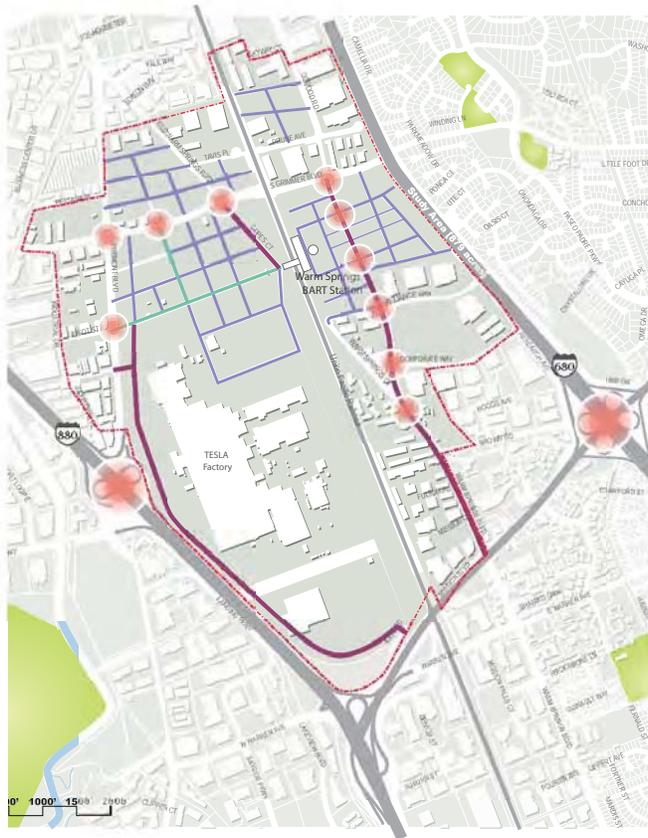


Figure 3.4 Existing and New Streets Plan

A well-developed network of public streets establishes a valuable community asset that ensures a high degree of access and connectivity for inhabitants of Warm Springs / South Fremont now and into the future. Simply put, a highly connected grid of streets defines and creates a lasting framework that guarantees public access and mobility. A fine-grained pattern of public streets with many intersections and frequent connections between different areas of the district and the rest of the city provides multiple, convenient routes for people, bikes and cars, that are safer and more direct than a pattern of disconnected streets that tend to isolate land uses make travel distances longer and less convenient for all modes of transportation. Below are critical standards to ensure the design and development of individual projects positively contributes to the creation of a complete and connected part of the city, without dictating the exact location of public streets, intersections and through connections.

- Connectivity:** Design and build the project with a level of connectivity that is at least an average of 140 intersections per square mile as indicated in Figure 3.2 Connectivity. Only intersections of public streets, public pedestrian paths, shared public way easements and/or pedestrian path easements that are publicly accessible at all times and not gated will be counted towards the total number of intersections per square mile.
- Connected Community:** Design and build the project such that a public street, public pedestrian path, shared public way easement and/or pedestrian path easement, that are publicly accessible at all times and not gated, intersects or terminates at the project boundary at least every 400 feet or at existing abutting street intervals and intersections, whichever is the shorter distance as indicated in Figure 3.3 Connected Communities.
- Pedestrian Crossing:** Design and build the project to provide convenient and safe crossings, with intersection improvements at the locations indicated in Figure 3.4 Existing and New Streets Plan. All other vehicular intersections or intersections of pedestrian paths with vehicular streets must take every effort to ensure safe pedestrian and bicycle crossings by employing strategies such as, but not limited to: pedestrian bulbouts and curb extensions and enhanced crosswalks.

3.2 STREET TYPOLOGIES

The street system for the Warm Springs/South Fremont Community Plan has been categorized into four street typologies and two easement typologies that relate to each street's function and relationship to adjacent land uses. Some streets are designed to move a high volume of vehicles quickly and efficiently, while streets adjacent to commercial uses should prioritize space for pedestrians, on-street parking, and loading zones.

A street typology provides a set of design standards that inform the elements included in the streets' public right-of-way. Not every neighborhood or area within the Community Plan will include the same street typologies, because streets serve different functions dependent on their land use context. The City of Fremont has street geometric standards for a set of street typologies which share similarities with the typologies developed for the Community Plan area.

Easement typologies are intended to allow for the development of a finer grained network of streets on privately owned property. These easements must be pedestrian oriented connections that are publicly accessible at all times and form a connected part of the network of public streets.

Street Typologies

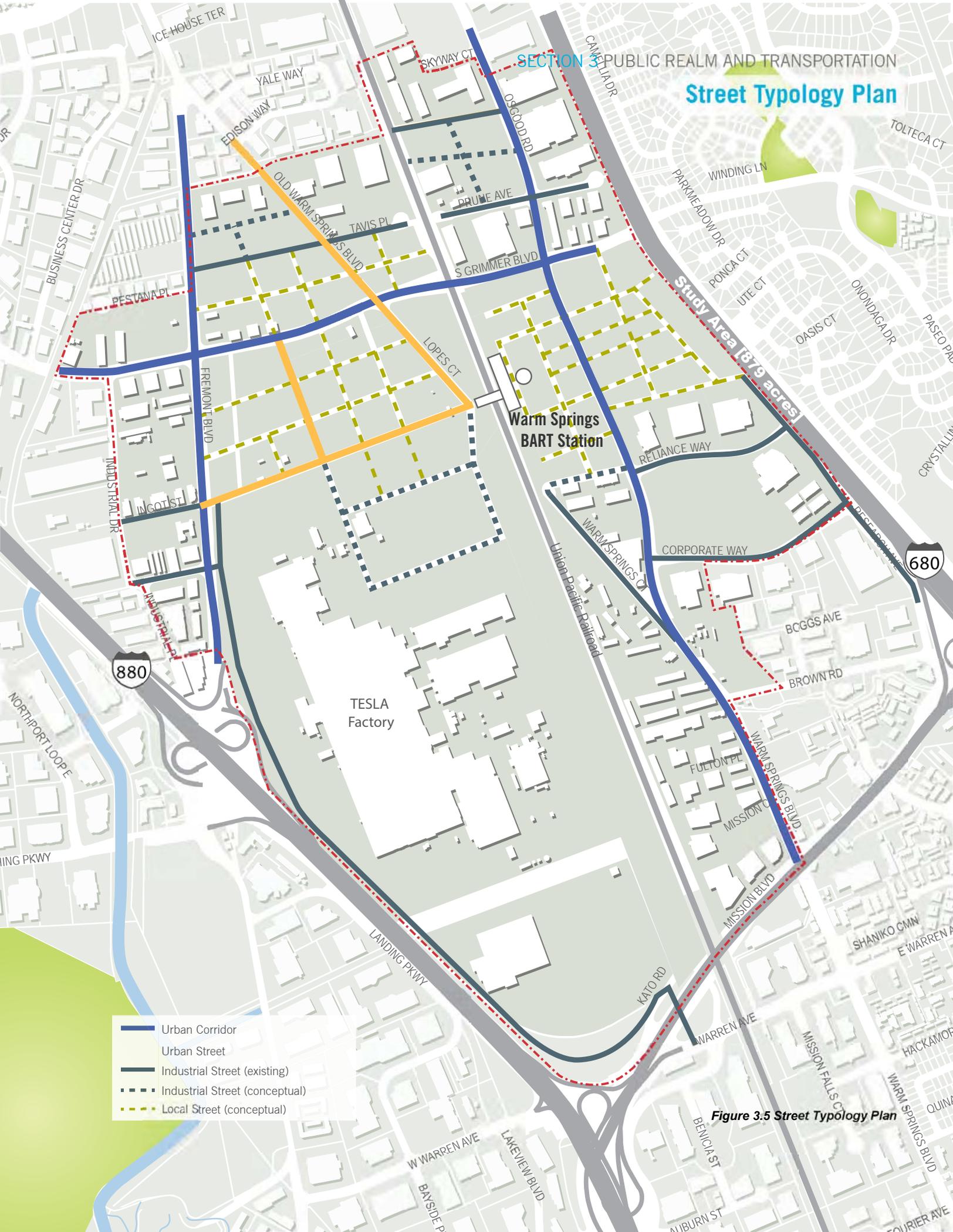
- **Urban Corridor**
- **Urban Street**
- **Industrial Street**
- **Local Street**

Easement Typologies

- **Shared Public Way Easement**
- **Pedestrian Public Path Easement**

These typologies and their dimensional standards are described and illustrated in further detail on the following pages. Street sections at intersections will vary from the street sections provided in this section, depending on available right-of-way and required turning movements. Minor variations within the prescribed public right-of-way of each street or easement may be approved by the City Engineer. In addition, other City-adopted street sections that are in the City's Standard Details may be used when approved by the City Engineer as part of a Master Plan or design review process. Finally, individual development proposals shall meet the Fire Department's access requirements.

Street Typology Plan



- Urban Corridor
- Urban Street
- Industrial Street (existing)
- Industrial Street (conceptual)
- Local Street (conceptual)

Figure 3.5 Street Typology Plan

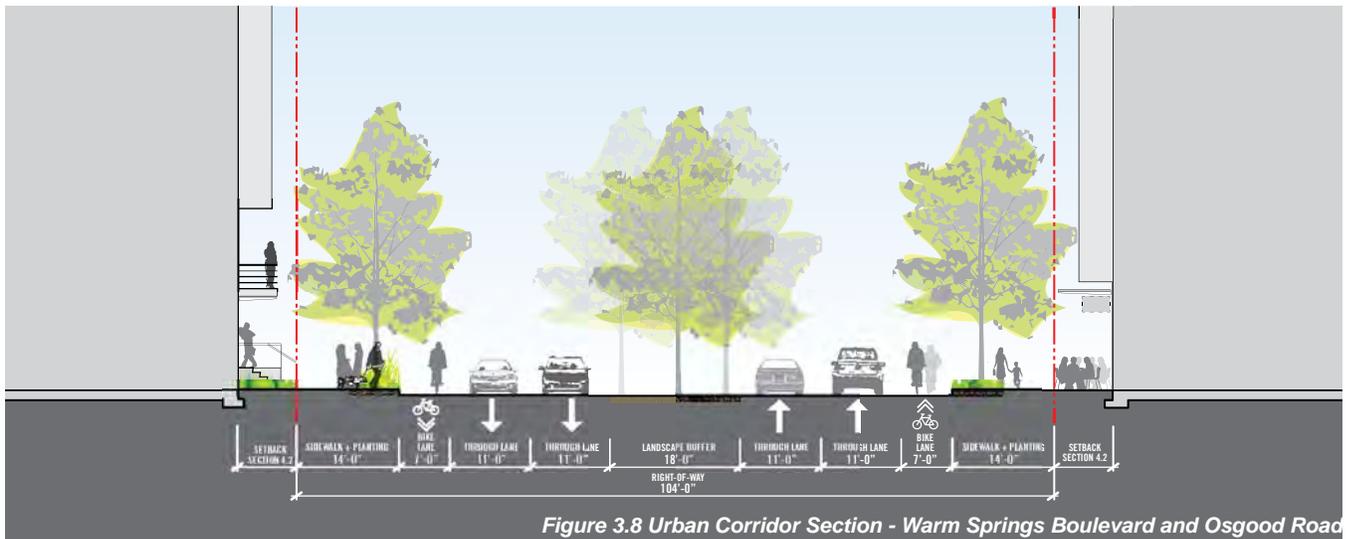
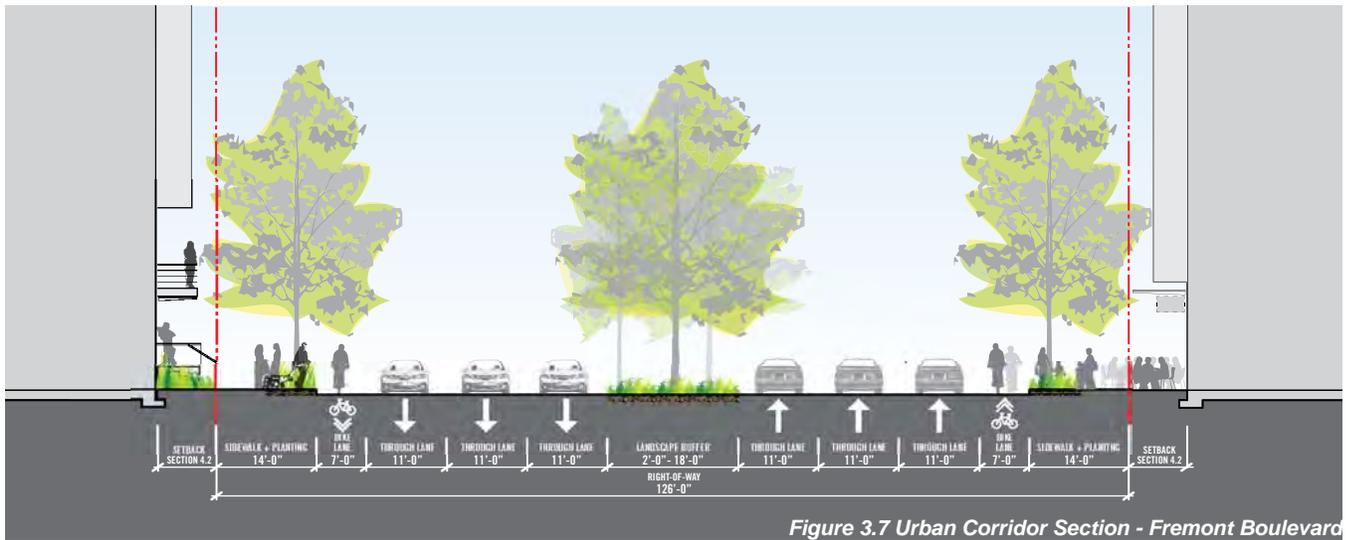
URBAN CORRIDOR

The Urban Corridor typology and characteristics are set forth in the Fremont General Plan, Community Character Element and City of Fremont Standard Details for Streets. Urban Corridors serve as the major transportation corridors in the Plan area that connect the BART Station to key destinations and activity centers. Urban Corridors typically have compact development patterns, with adjacent buildings located along the sidewalk to create a street wall and to enhance the pedestrian environment with streetscape furnishings and public art. These routes are intended to support high traffic volumes while also serving as primary routes for transit, bicycles, and pedestrians. Urban Corridors can be fronted by commercial, office, and industrial land uses and the cross section and speed limit of the street can vary depending on the land use context. Fremont Boulevard, S. Grimmer Boulevard and Warm Springs Boulevard/Osgood Road are the Urban Corridors within the Plan area.

CHARACTERISTICS	
Through Lanes	11'
Median	18'
Bike Facility	7'
On-street Parking	8'
Sidewalk + Landscaping	14'
Transit Stops	Yes
ADDITIONAL STREETScape ELEMENTS	
Street trees and landscaping	✓
Pedestrian scaled lighting	✓
Street furniture	✓
Short-term, on-street parking	✓
Curb bulbs where there is on-street parking	✓
On-street temporary loading zones	✓
Traffic calming	✓
Bus shelters at transit stops	✓



Figure 3.6 Urban Corridor Section - South Grimmer Blvd. between the west boundary of Area 1 and 1/2 block to the east of Warm Springs Blvd./Osgood Rd.



URBAN STREET

The Urban Street typology and characteristics are similar to the Main Street Corridor in the General Plan, Community Character Element, and the City of Fremont Standard Details for Streets. An Urban Street is intended to enhance the adjacent commercial and retail areas in which they are located. These streets are multimodal streets that support high volumes of vehicle, transit, bicycle and pedestrian traffic, especially during the peak commute hours. Urban Streets typically have two travel lanes, on street parking and are lined with trees, pedestrian walkways, scaled lighting and community branding, such as banners or flags. In addition to being a backbone street, they also typically provide an entrance to a community and lead to a prominent destination or landmark. As such, Urban Streets contribute to the identity of a community and can be a destination itself. Innovation Way, the new North-South Street, Lopes Court, Old Warm Springs Boulevard and other project-specific streets will be the Urban Streets within the Plan area.

CHARACTERISTICS	
Through Lanes	10'-11'
Median	--
Bike Facility	7'
On-street Parking	8'
Sidewalk + Landscaping	10'-14'
Transit Stops	Yes
ADDITIONAL STREETScape ELEMENTS	
Street trees and landscaping	✓
Pedestrian scaled lighting	✓
Street furniture	✓
Short-term, on-street parking	✓
Curb bulbs where there is on-street parking	✓
On-street temporary loading zones	✓
Traffic calming	✓
Bus shelters at transit stops	✓

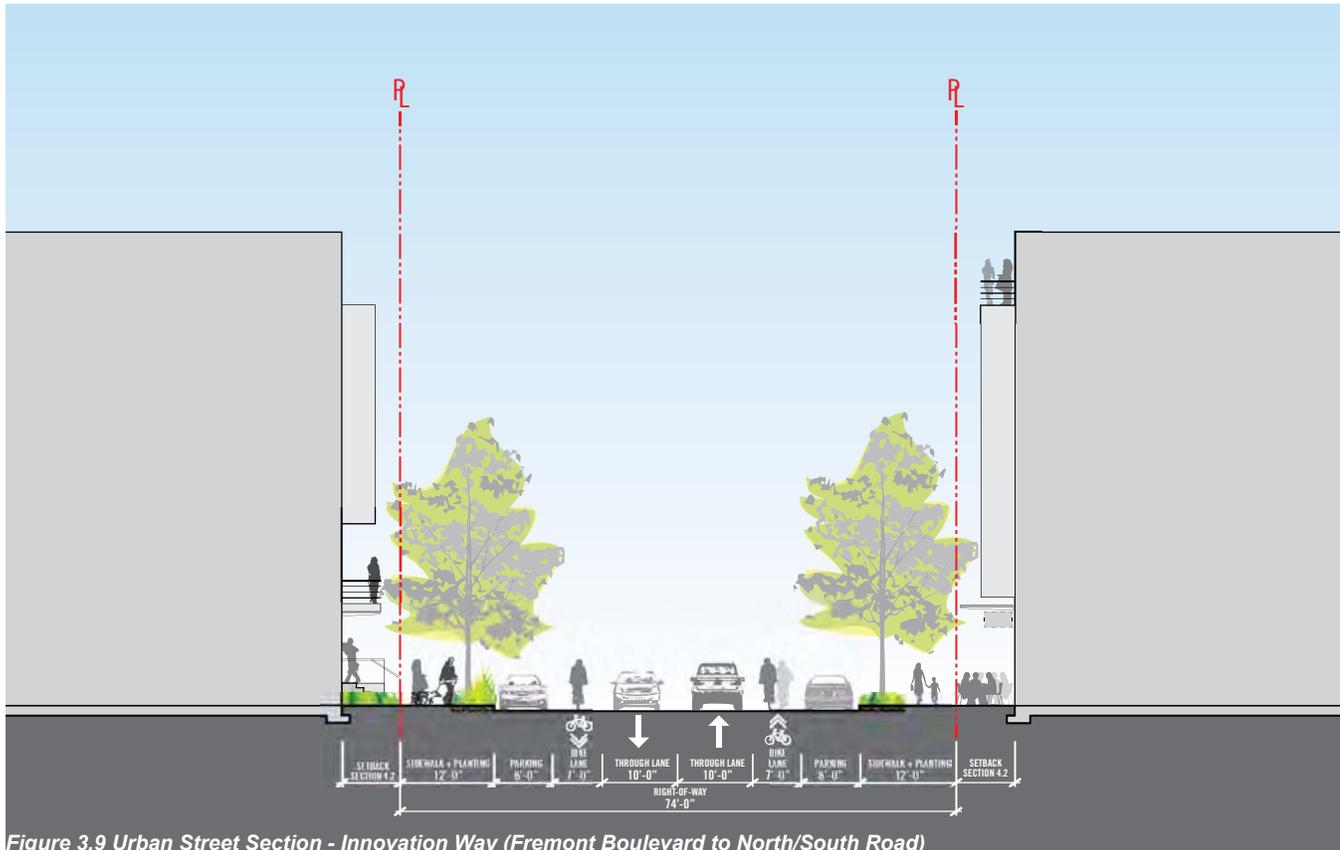
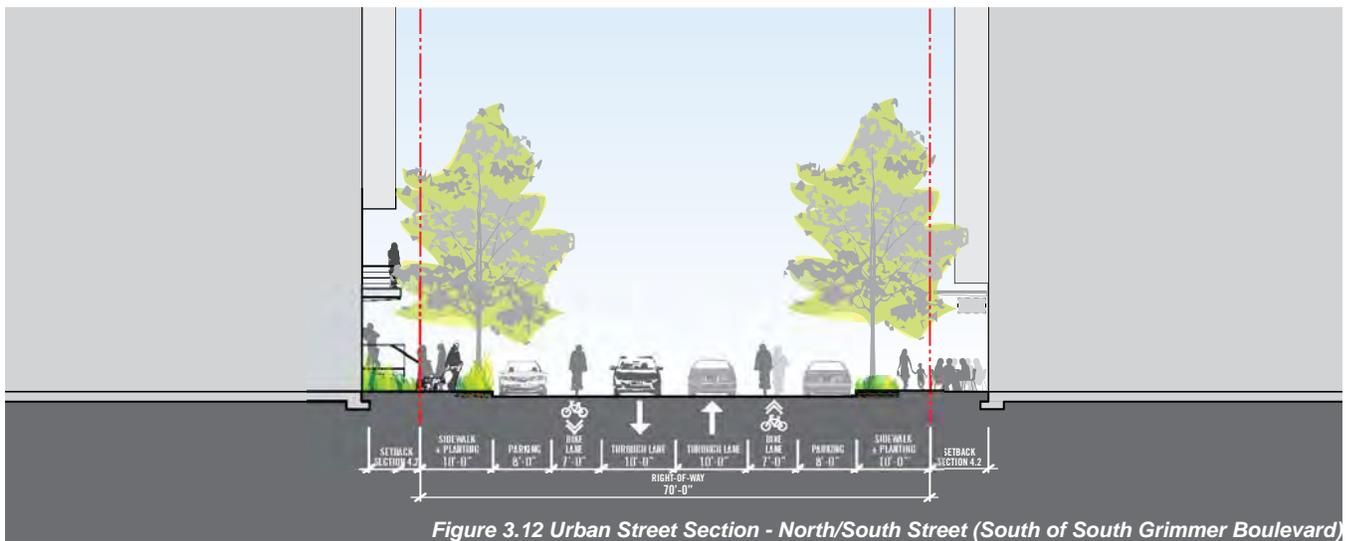
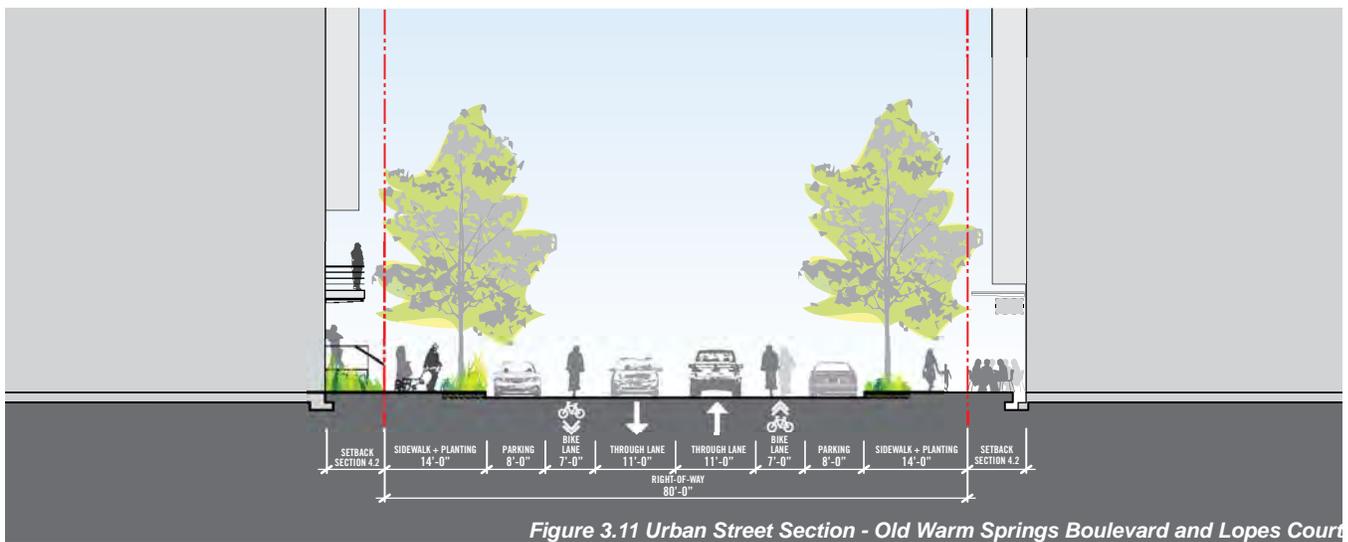
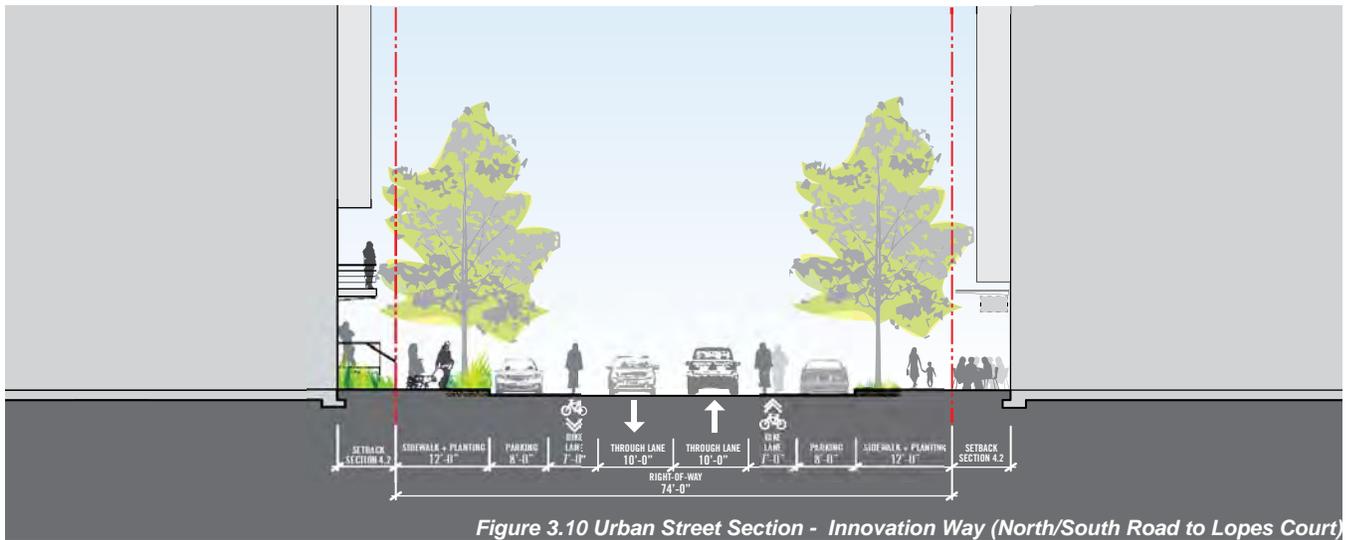


Figure 3.9 Urban Street Section - Innovation Way (Fremont Boulevard to North/South Road)

NOTE: Innovation Way may be wider near Fremont Boulevard to accommodate turning movements and an entry sign median.



INDUSTRIAL STREET

An Industrial Street provides access to industrial and research and development land uses. It is typically designed to accommodate larger vehicles, including trucks and trailers. Although bicycle and pedestrian activity is lower on industrial streets, bike lanes and sidewalks are included. However, the sidewalks may be narrower than other more active streets in the Plan area. The travel lanes and turning radius at intersections tend to be wider for the larger vehicles. On-street parking is limited. The Industrial Streets are typically located within the industrial and research and development land use areas. This typology is similar to the City of Fremont’s Standard Detail for Retrofit – Existing Street Width for Minor Industrial Street typology, which also includes a 12-ft center turning lane, but allows for wider sidewalks, bike lanes and on-street parking (where allowed). Industrial Streets may include a center turning lane for streets with heavy traffic and multiple access points. Kato Road, Ingot Street, Industrial Drive, Tavis Place, Skyway Court, Prune Avenue, Warm Springs Court, Reliance Way, Corporate Way, Research Avenue and other future industrial projects will be the Industrial Streets within the Plan area.

CHARACTERISTICS	
Through Lanes	11' - 12'
Median	12'
Bike Facility	5'
On-street Parking	8'
Sidewalk + Landscaping	10' - 13'
Transit Stops	Yes
ADDITIONAL STREETScape ELEMENTS	
Street trees and landscaping	
Pedestrian scaled lighting	
Street furniture	
Short-term, on-street parking	
Curb bulbs where there is on-street parking	
On-street temporary loading zones	✓
Traffic calming	
Bus shelters at transit stops	✓

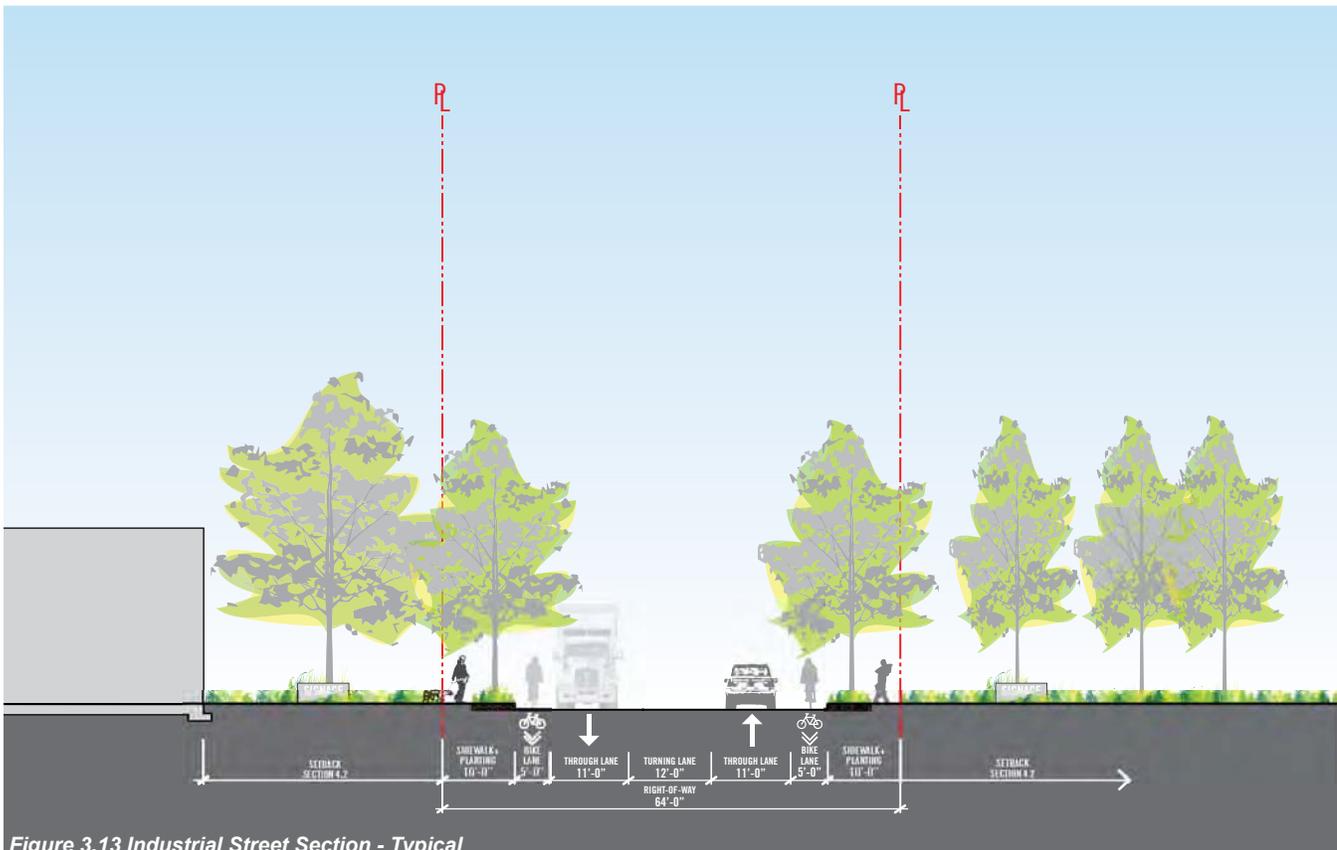
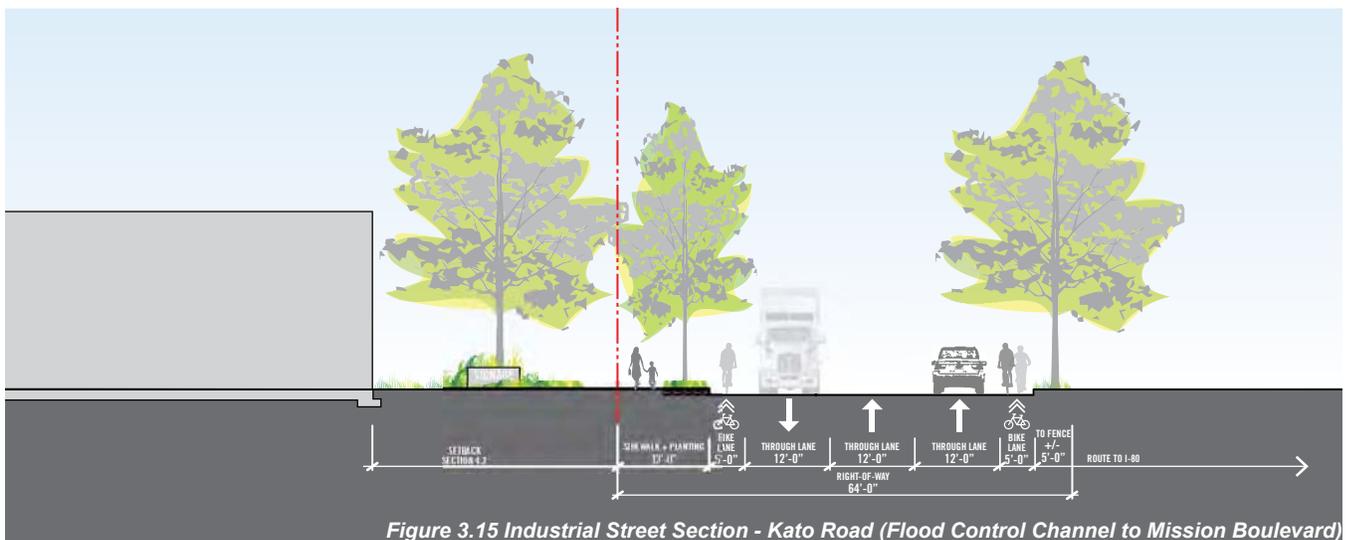


Figure 3.13 Industrial Street Section - Typical



NOTE: This part of Kato Road is in the design phase and will be brought to the City Council for adoption at a later date.



LOCAL STREET OPTIONS

The primary function of the Local Street typology is to provide final access to non-residential and residential properties. The traffic on a Local Street will have its destination on that street; through traffic is limited and travel speeds are low. The street width will be smaller than a typical Fremont Local Street, and will often have one 10 foot lane of travel in each direction with on-street parking. A Local Street contributes to the character and public realm of the neighborhood and will include street trees and landscaping, pedestrian scaled lighting, curb bulbs where there is on-street parking, small curb radii, and bicycle sharrows. The Local Street most resembles the Minor Residential street typology in the city of Fremont's street geometrics; both have sidewalks, landscaping strips, 7-ft parking, and two 10-ft travel lanes. Figure 3.5 Street Typology Plan illustrates conceptual locations of Local Streets.

* Bicycle Sharrows are shared lane markings in a vehicle lane to indicate that bicycles may use the same lane. It is not a dedicated bike lane.

** Any variation from the Local Street section will need to be adopted as a part of an individual project's planned development.

*** The City-approved Standard Details for the Downtown Community Plan for New Middle Road and North/South Street (Resolution No. 2012-52) may be used as Local Streets, with approval of the City Engineer.

CHARACTERISTICS	
Through Lanes	10'
Median	--
Bike Facility	Sharrow*
On-street Parking	7'
Sidewalk + Landscaping	11'
Transit Stops	--
ADDITIONAL STREETScape ELEMENTS	
Street trees and landscaping	✓
Pedestrian scaled lighting	✓
Street furniture	
Short-term, on-street parking	
Curb bulbs where there is on-street parking	✓
ON-STREET TEMPORARY LOADING ZONES	
Traffic calming	✓
Bus shelters at transit stops	

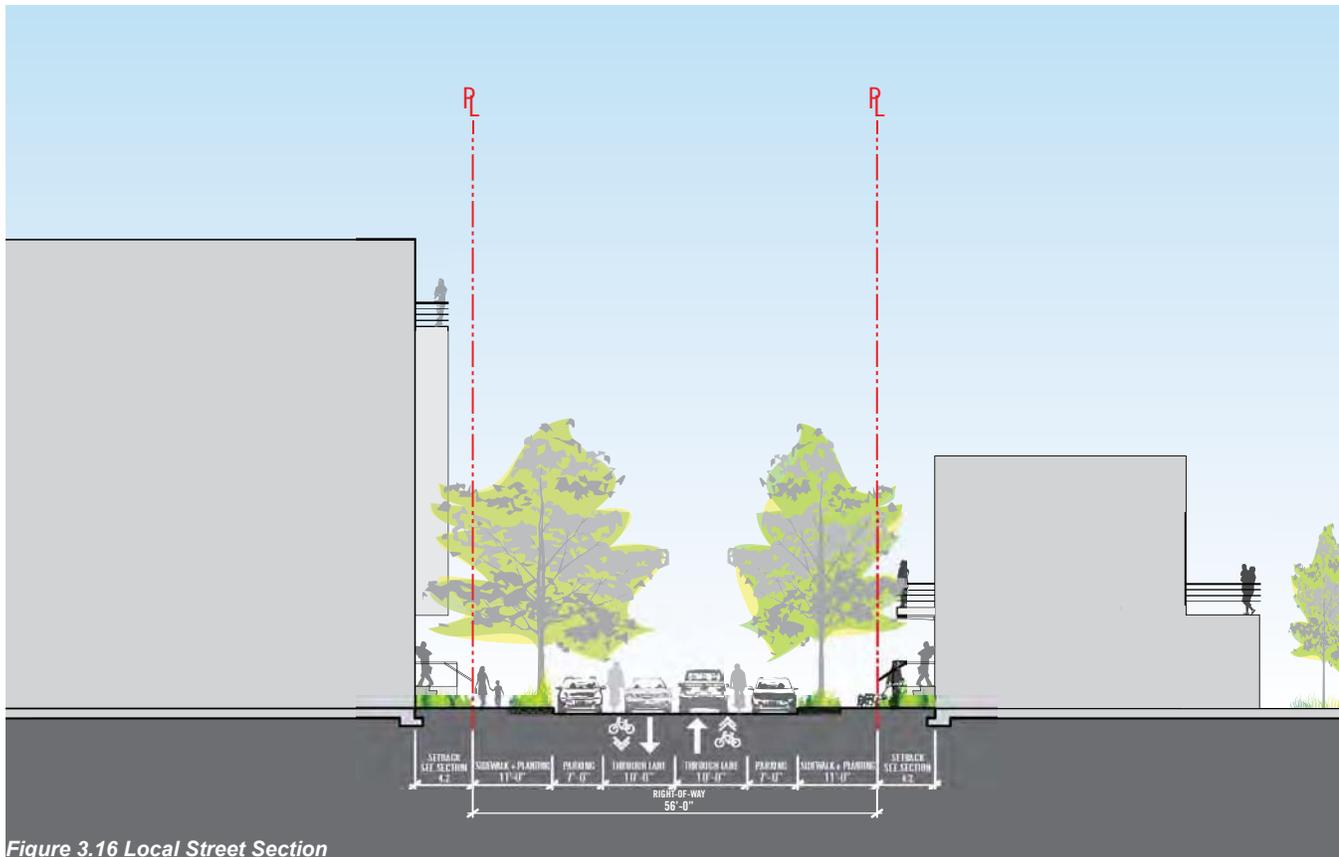


Figure 3.16 Local Street Section

SHARED PUBLIC WAY EASEMENT

CHARACTERISTICS	
Through Lanes	10'
Median	--
BIKE FACILITY	--
On-street Parking	7'
Sidewalk + Landscaping	13'
Transit Stops	No
ADDITIONAL STREETScape ELEMENTS	
Street trees and landscaping	✓
Pedestrian scaled lighting	✓
Street furniture	✓
Short-term, on-street parking	✓
Curb bulbs where there is on-street parking	✓
On-street temporary loading zones	✓
Traffic calming	✓
Bus shelters at transit stops	✓

Shared Public Way Easements are intended to be pedestrian focused, shared streets. Modeled after the Woonerf* in design aspects, these streets are intended as small scale, neighborhood streets. Primarily pedestrian, with limited vehicle access, these residential, intimately scaled streets are to increase district connectivity and should be paved with permeable surfaces and have no curbs. Such easements may be incorporated into individual residential proposals. Bioswales located on the side of the street captures rainwater runoff.

*Woonerf: A 'living' street where pedestrians and cyclists have legal priority over motorists as implemented in the Netherlands.

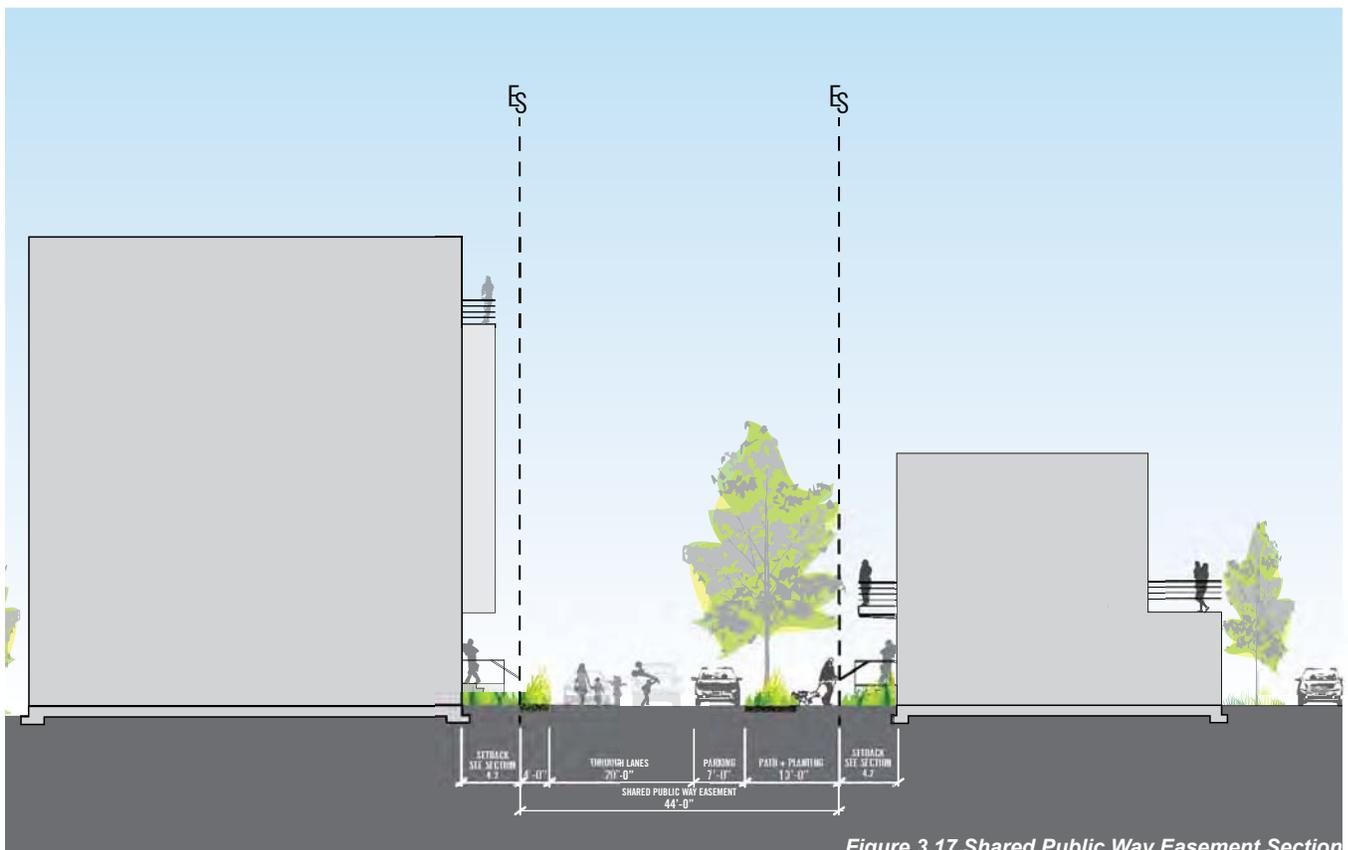


Figure 3.17 Shared Public Way Easement Section

PEDESTRIAN PUBLIC PATH EASEMENT

Pedestrian Public Path Easements are intended as pedestrian thoroughways. With residential entries, stairs and balconies defining their edges, These pedestrian and bike paths are meant to increase district connectivity and be an extension of the living spaces that line them. They are small, informal and are spaces for improvisational uses.

CHARACTERISTICS	
Through Lanes	--
Median	--
BIKE FACILITY	--
On-street Parking	--
Sidewalk	6'
Landscaping	24'
Transit Stops	--
ADDITIONAL STREETScape ELEMENTS	
Street trees and landscaping	✓
Pedestrian scaled lighting	✓
Street furniture	✓
Short-term, on-street parking	
Curb bulbs where there is on-street parking	
On-street temporary loading zones	
Traffic calming	
Bus shelters at transit stops	

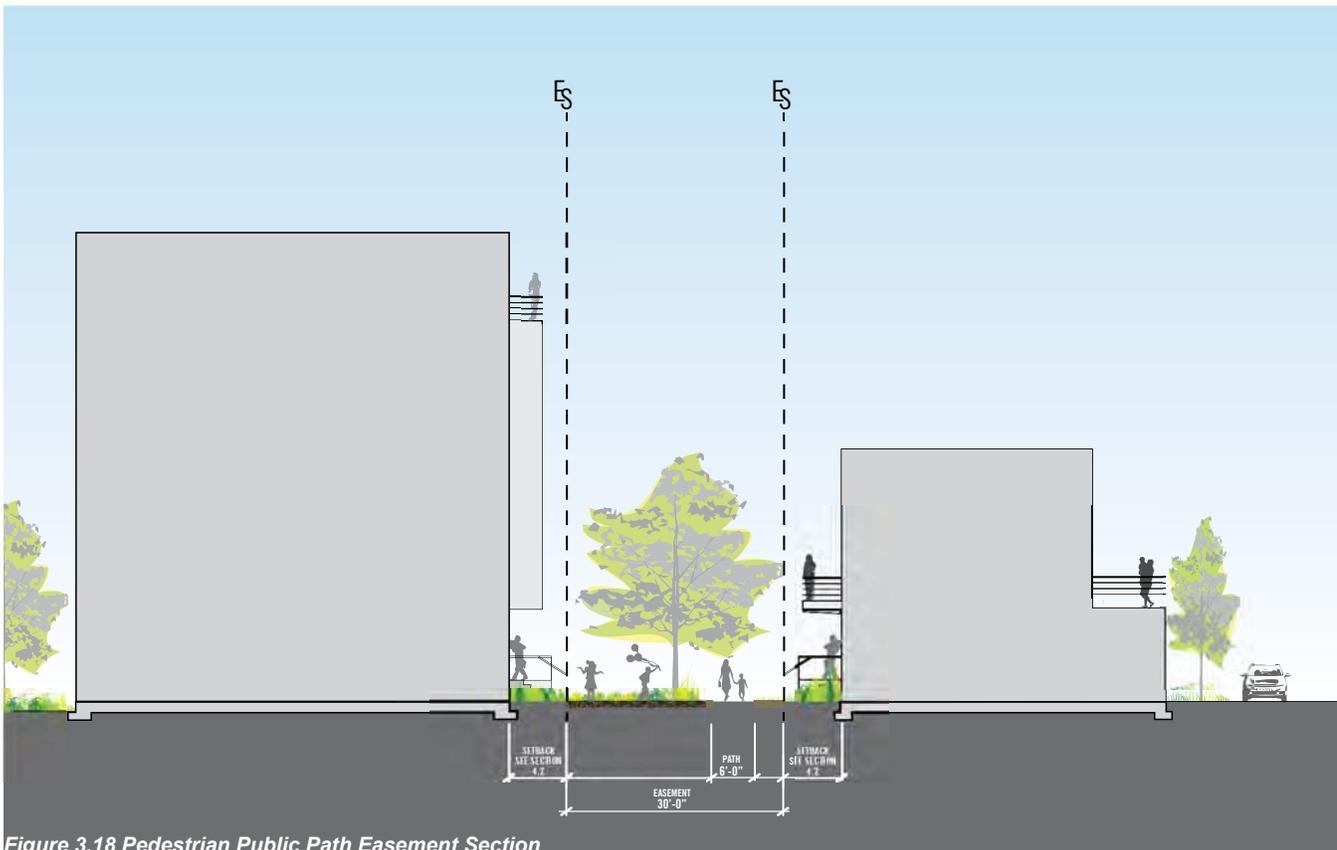


Figure 3.18 Pedestrian Public Path Easement Section

3.3 PUBLIC OPEN SPACE

In conjunction with streets, a well-developed network of open spaces establishes a valuable community asset that positively contributes to highly livable and healthy residential and workplace neighborhoods for inhabitants of Warm Springs / South Fremont now and into the future. Requiring that new projects incorporate conveniently located and connected open space guarantees access to a range of outdoor spaces for all workers and residents. A hierarchy of connected open spaces creates a framework to support the various scales of community needs, nurturing a range of outdoor experiences that enrich the social life of the area. Below are critical standards to ensure the design and development of appropriate open space within individual projects that positively contribute to the creation of a complete and connected network of outdoor spaces, without dictating the exact location and character.

- Convenient and Connected:** Public open space is required to be accessible and conveniently located within comfortable walking distances of all residents and workers, as well as have a high degree of connectivity with regional transit, the city-wide bike network, and provide benefit to all Fremont residents. This strategy integrates public open spaces directly into residential and workplace neighborhoods, requiring great care and respect for the livability, comfort and well-being of those residents and workers that live and work adjacent to these valuable and highly desired public amenities.
- Sustainable Open Spaces:** All new open spaces must incorporate best practices for sustainable landscaping including, but not limited to: regionally appropriate vegetation, rainwater detention and/or collection and reduced or no potable water usage for irrigation purposes. Regional appropriate planting is drought tolerant, resistant to local pests and is well suited to the specific microclimate at Warm Springs / South Fremont.

Standards for open space are set forth in Section 4.7, Open Space.

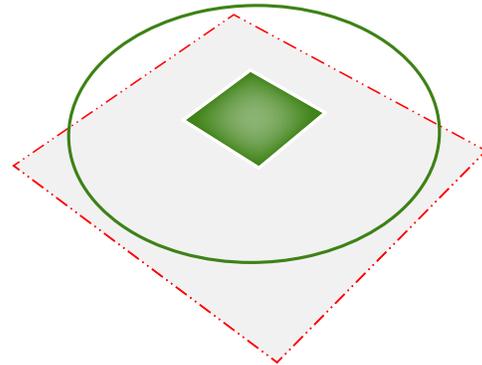


Figure 3.19 Urban Park: Minimum 4 acres

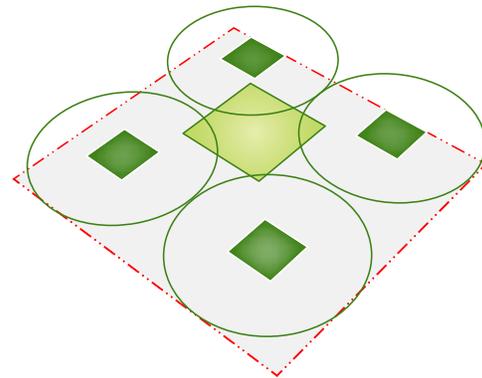


Figure 3.20 Urban Plaza

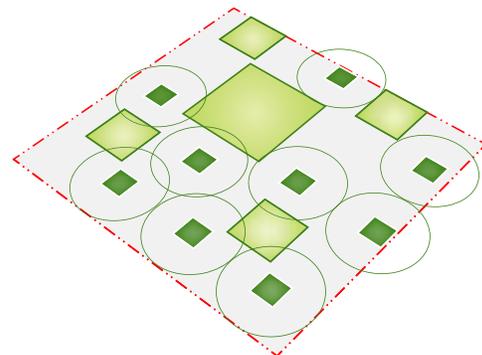


Figure 3.21 Public and Private Open Space

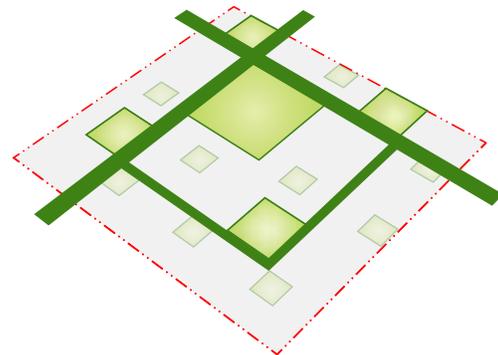


Figure 3.22 Open Space Connections

Conceptual Open Space Plan

Development Area [879 acres]

-  Urban Park (conceptual)
-  Urban Plaza (conceptual)
-  Open Space Connections (conceptual)
-  School

Figure 3.23 Conceptual Open Space Plan



3.4 OPEN SPACE TYPOLOGIES

Warm Springs / South Fremont will be a community unlike any other that exists in Fremont today. It is intended as a high intensity, mixed-use district that is pedestrian and transit focused. As such, a series of new open space typologies are proposed in order to support the urban nature of this district by allowing for activities such as: sitting, walking, gathering, gardening, play and contemplation.

Below are a series of broad recommendations for the unique programming and character of these new and innovative open spaces. In keeping with the spirit of flexibility of Chapter 8 of the General Plan, the Parks and Recreation element, size standards are not dictated.



Urban Park: Urban Parks are a minimum of four acres in size. At least one contiguous public Urban Park must be located adjacent to the new public school (Fig. 3.23: Conceptual Open Space Plan). An Urban Park must be located along a public street, public transit or district shuttle route and be adjacent to or incorporate a minimum Class II Bike Lane (Fig. 3.26: Bicycle Network Plan). An Urban Park should be at the center of life at Warm Springs / South Fremont. They are intended to serve a large part of the outdoor recreational and social needs of the district. These spaces should allow for a range of program elements including, but not limited to: informal playgrounds and fields, tot lots, outdoor fitness equipment, walking tracks, and open areas to accommodate social gatherings. Urban Parks should be designed to maximize sunlight and public access and may be adjacent to retail and entertainment uses. Other possible uses in Urban Parks, subject to City approval, include outdoor dining areas, art festivals and small informal music events.



SECTION 3 PUBLIC REALM AND TRANSPORTATION



- **Urban Plaza:** Urban Plazas will form a network of public open spaces throughout the district to provide interesting areas that enhance community interaction and foster the area's urban environment. Urban Plazas should feature artwork and other amenities. Urban Plazas must be connected by public streets or paths that include a minimum 6 foot wide sidewalk or path and Class II Bike Lane (Fig. 3.23: Conceptual Open Space Plan). Larger Urban Plazas may include opportunities for both passive and active recreation and leisure, while smaller Urban Plazas are meant to have passive recreation and leisure activities. The larger Urban Plazas should allow for a range of program elements including, but not limited to: tot-lots, outdoor fitness equipment, and small outdoor dining areas. Urban Plazas are intended to be centers of activity at both a neighborhood and local scale and to serve the outdoor social needs of the surrounding residents and workers. Urban Plazas should be designed to maximize sunlight and public access. Other possible uses in Urban Plazas, subject to City approval, include outdoor dining areas, art festivals and small informal music events.

- **Private Open Space:** Private open space is also required for all new development, residential and non-residential. Such private open space shall be convenient to all residents and workers of that particular development or building and does not necessarily need to be located on the ground level.
 - Residential developments: Private open spaces includes private common areas for use by all residents of that development, as well as a private unit's open space for exclusive use by that unit's residents. Open space is important to provide areas for use by residents outside of the private units, either outdoor or indoor, to provide a semi-private transition area between private residences and the public domain, and to ensure that adequate facilities exist for the use of residents outside of the private units. Open space areas are comprised of common and private open space.
 - Non-residential developments: Private open space includes common areas or private areas for exclusive use by the building's occupants and workers.

3.5 PUBLIC TRANSIT SYSTEM

Warm Springs / South Fremont will have access to a broad range of transportation systems, including rail, bus transit, local streets, bicycle and pedestrian pathways and regional freeways. The addition of BART in late 2015 will increase the mobility of future residents and employees that will live, work, and shop within the plan area. When completed, these local and regional transportation facilities will enhance linkages between Warm Springs / South Fremont, other activity centers within Silicon Valley and the greater San Francisco Bay Area.

As development occurs within the plan area, opportunities will arise to create a new local multimodal circulation system to serve the needs of transit users, pedestrians, bicyclists, and motorists. Currently, the site is only served by infrequent local bus service. With the future Warm Springs / South Fremont BART Station, the site's transit accessibility will increase substantially; in addition to BART, the Warm Springs Station will also be served by AC Transit and VTA bus routes. Below are a series of project specific recommendations for future transportation related improvements.

- **Transit Priority:** Give priority to public transit on roadways and at intersections, including implementing transit priority improvements and bus bulbouts (where bus stops replace on-street parking), without hindering walking and bicycling travel.
- **District Shuttle:** Consider implementing and coordinating local transit shuttles with public and private partners to provide for transfers and shorter wait times at transfer points and employer shuttles.
- **Rider Comfort:** Transit facilities should be comfortable, well-lit, and attractive to encourage more ridership.



MODE	PERCENTAGE OF TRIPS		
	DAILY	AM	PM
Automobile	64%	66%	66%
Bicycle	4%	4%	4%
Pedestrian	21%	17%	17%
Shuttle / Bus*	3%	4%	4%
BART	8%	9%	9%
TOTAL	100%	100%	100%

Note: Values may not add to the totals shown due to rounding. Mode split percentages based on combination of internal and external trips.

Source: Fehr & Peers, 2013

Figure 3.24 Estimated Mode Split for Plan Area Trips

* Although “shuttle” and “bus” are combined for transportation modelling purposes, City staff meetings with Plan area businesses indicate a much greater split for shuttle service.

3.6 BICYCLE NETWORK

Bicycles provide a convenient, efficient, and enjoyable means of travel, particularly for short trips less than two miles. One of the Warm Springs / South Fremont guiding principles encourages bicycle facilities as an alternative to automobile travel. Incorporate the use of pedestrian and bicycle paths into all site plans to provide for walkable neighborhoods and ease of non-vehicular travel, including use of safe and convenient connections to BART, the Pacific Commons retail center, and other key resident and employee destinations.

To encourage bicycling in the Warm Springs Community, the street network must include a connected bicycle network that links residential, businesses, recreation, and transit stations. Further, the network should be designed with bicycle facilities that are most appropriate for each type of roadway. For example, streets with high volumes or faster traffic speeds can be intimidating to cyclists. Providing a physically separated bicycle lane can help bicyclists feel more protected from moving traffic.

The 2012 City of Fremont Bicycle Master Plan references the following three bikeway classifications from Chapter 1000 of the Caltrans Highway Design Manual:

- **Class I Multi-Use Path:** Provides for bicycle travel on a paved right-of-way completely separated from any street or highway.
- **Class II Bike Lane:** Provides a striped and stenciled lane for one-way travel on a street or highway.
- **Class III Bike Route:** Provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing.

Few Class II bike facilities exist within the area; they include Fremont Boulevard, Osgood Road and South Grimmer Boulevard. These connect with other nearby Class II and III bike facilities on Paseo Padre Parkway, Auto Mall Parkway, Cushing Parkway, Warren Avenue, Mission Boulevard, and Kato Road. As part of the BART extension project, Warm Springs Boulevard will be widened between South Grimmer Boulevard and Reliance Way and will include sidewalks, bike lanes and street lighting on both sides of the street. Immediately thereafter, with the completion of these bike lanes, there will be continuous Class II bike lanes on Warm Springs Boulevard/Osgood Road/Driscoll Road between Mission Boulevard (SR-262) in Warm Springs and Mission Boulevard (SR-238) in northeast Fremont. The City's and BART's Warm Springs Boulevard Widening project will widen Warm Springs Boulevard between South Grimmer Boulevard and Mission Boulevard. The project will widen the street to provide two traffic lanes in each direction plus sidewalks and a Class II bicycle lane in each direction, by the time the new BART station opens.



Bicycle Network Plan



- Existing Conceptual
- Class I Multi-Use Path
- Class II Bike Lane
- Class II Bike Lane
- Class III Bike Route
- Bicycle and Pedestrian Bridge Crossing

Figure 3.26 Bicycle Network Plan

3.7 PUBLIC ART

Development in the Plan area shall include an art component, intended to contribute to the overall cultural experience of the urban spaces. The art features shall be located within the required public or private open space for each development, but shall be publicly visible both day and night. The art shall be developed to be an integral part of the community and to enrich the daily lives of the Warm Springs/South Fremont residents and workers.

The key types of art are:

Gateway Art: Generally located at points of entrance to the Community Plan district, to show people that they have arrived at the Warm Springs/South Fremont district

Connecting Art: Generally located at key intersecting paths throughout the Plan area, as somewhat of a wayfinding tool, that can be seen from two or more vantage points

Contemplative Art: Located at the edge of a development site, or within a development site, to be admired on its own

Art can take many forms. It does not have to be an outdoor sculpture. The location, type and size of the required art shall be part of an applicant's Master Plan, development agreement, or planning application.





Figure 4.1 View looking east towards Warm Springs BART station along Innovation Way

4

SITE AND BUILDING DESIGN

Warm Springs/South Fremont is intended to be a district of buildings that are architecturally interesting, well proportioned, and that engage people in the public realm. Buildings are meant to have well-defined street edges that frame the public realm, and convey a sense of activity and liveliness, reinforcing pedestrian focused environments. A transition zone between buildings and public rights-of-ways created by the design controls is intended to invite workers, residents and others to engage and inhabit the public realm. Corporate campuses and residential courtyards are expected to be more intimate, semi-private zones that are visually and physically linked to the public realm, and create pleasant spaces for people to sit, gather and enjoy.

In order to produce a varied and visually stimulating urban form, a range of building types are encouraged. Building massing is intended to focus density near transit, services and amenities, while creating places that are appropriately scaled, and create comfortable public spaces.

4.1 BUILDING DESIGN

Warm Springs/South Fremont is intended to be made up of distinct environments. The following section will help guide future designers in achieving the highest quality in architectural character while responding to the needs of workers, residents and visitors and holding true to the basic tenets of the Plan – concentrating densities, assuring an innovative working and living environment, encouraging social interaction and crafting a vibrant and open public realm.

The heart of this new district, centered on the new Warm Springs/South Fremont BART station, will be a vibrant workforce hub, with supportive complementary, services, housing and potential for an entertainment and cultural venues. Supported by prime access to transit this area will provide a highly walkable and inviting network of intriguing spaces, and urban street edges, framed by comparably small and urban city blocks. The built form is intended to be characterized by 4-8 storey buildings and strategically located taller buildings. Signature buildings should be located near BART in order to announce this place as the center of this new district.

Moving away from the new BART station buildings should be characterized by medium rise, large scale open campus and courtyard blocks, relieved by low rise townhouse streets, public open spaces and meandering pedestrian paths. Taller signature buildings should be located at important intersections, especially close to BART and new transit stops. Pedestrian oriented, corridor and local streets are intended to connect workers, residents and visitors to amenities. These new workplace and residential neighborhoods should be defined by 3-6 storey buildings that frame, and are oriented toward, the public realm. They should create a fine grain rhythm of building entries, individual unit entries, generous internal public amenity areas directly linked to the public realm and opportunities for employees and residents to be directly in contact with a variety of open spaces.

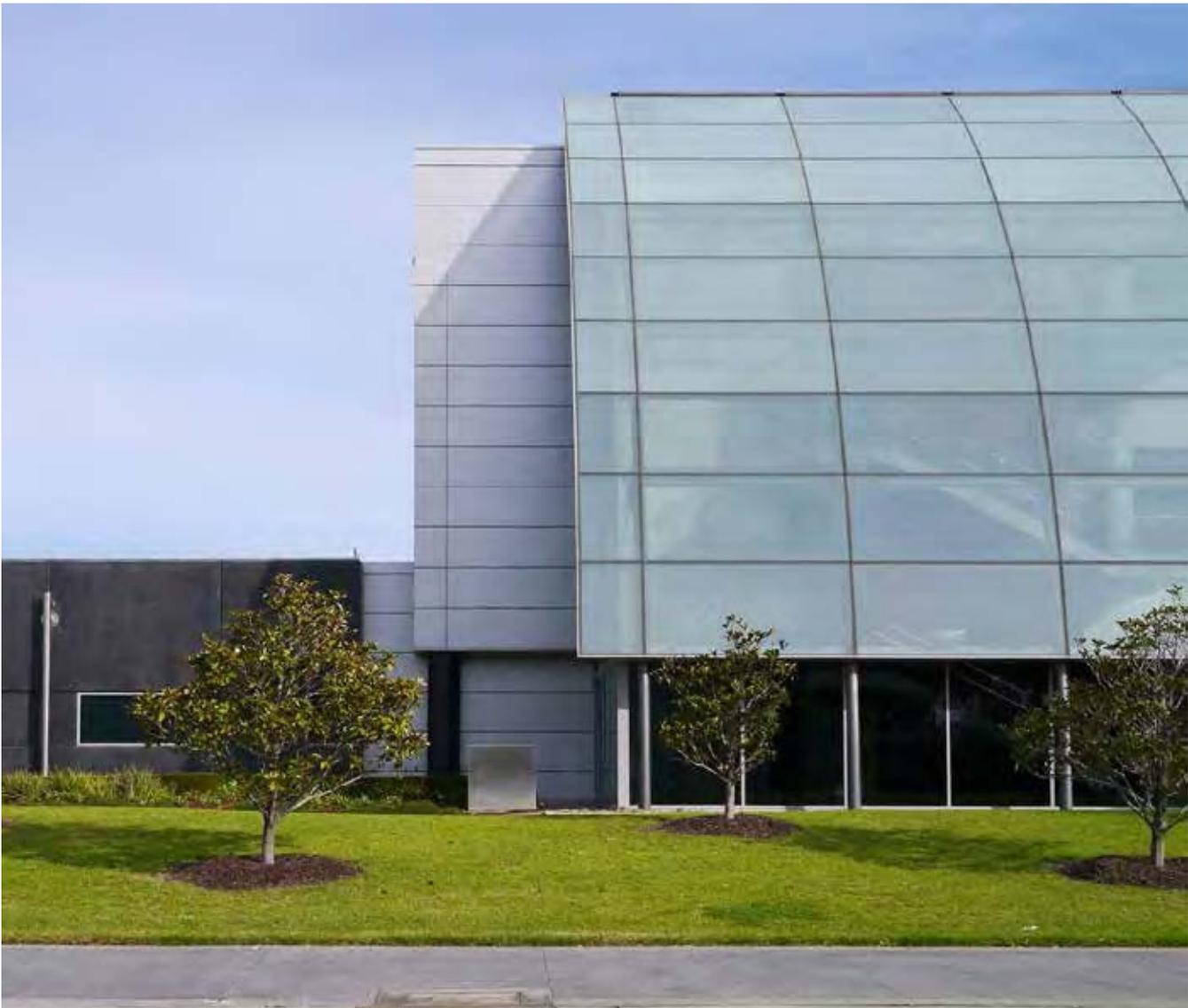
At the western and southern edge of the new district buildings are meant to be characterized by a low rise, functional aesthetic, reflecting the working, industrial nature of uses in these areas. Similar to other places within the district, buildings should be oriented towards, and frame the public realm. Where buildings in these areas have less of a presence along the street edge their character should use well defined landscape edge that utilizes best practices in sustainable landscape and offers amenities such as benches, lighting, shelter and other furnishing that enhance the pedestrian experience.



Figure 4.2 Conceptual view of an Urban Corridor Street with a mix of building design

INDUSTRIAL

Industrial buildings are envisioned as a unique building typology whose architecture, layout and character are derived from the building's functional requirements, and which serves as an integrated element in the larger urban and open space system. As much as is feasible, industrial buildings should be open and inviting to the public at large in order to educate and showcase products and processes that are being developed within.



SECTION 4 SITE AND BUILDING DESIGN



Tower Elements: Any required tower elements associated with industrial buildings should be incorporated into the building's overall architecture. Free-standing, highly visible towers should be designed as sculptural elements that express the critical importance of these types of uses and the functions within.



Transparency: To the degree possible, industrial facilities should reveal their inner workings to the public realm to increase awareness of their functions and should include interpretative displays and visitor centres.



Functional Aesthetic: The style and design of industrial buildings should be derived from and should celebrate the functional aesthetic associated with the building typology and operation.

RESEARCH & DEVELOPMENT

The focus of these buildings is the research and development of future products and technologies that are at the center of innovation. In order to provide a setting that truly nurtures this innovation, the site design of research and development campuses should create inviting and comfortable semi-public open spaces, reinforce the sense of collaboration and sharing of ideas and provide opportunities to exhibit and promote the ideas and technologies that are being innovated within. Buildings and campuses should be linked to the rest of the district by a network of pedestrian and bicycle paths, landscaped open spaces, shuttles and publicly accessible streets. Master plans for these areas should be phased and reserve land for expansion allowing for future growth and innovation in site planning and development.



SECTION 4 SITE AND BUILDING DESIGN



Signature Architecture: Buildings should be designed as signature pieces of architecture intended to match the ground breaking research and development that is occurring within them and the prestige of the companies that occupy them.



Well-Landscaped Campuses: Research and development campuses should include generous semi-public open space that is well-landscaped to provide employees and visitors a comfortable and attractive setting to enjoy time and gatherings outdoors. Landscapes should utilize best practices in sustainable design and water conservation.



Employee Amenities: To ensure employee satisfaction and well-being, buildings and campuses should include a variety of employee amenity spaces including recreational facilities. Where feasible campus amenities should be made available to the public in order to increase the variety of engaging spaces and activities throughout the community and to make a more open and collaborative community.



Paths and Wayfinding: Campus designs should pay particular attention to providing clear and convenient networks of pedestrian and bicycle paths. Well designed wayfinding systems should be integrated into the building and site design to further increase the legibility of these vital connectors.



Entries and Signage: Main entries to research and development facilities should convey a sense of openness and invitation. They should celebrate the daily comings and goings of the employees and make visitors feel welcome. Signage is encouraged to be artful and become an integrated part of the landscape.

OFFICE & CONVENTION

Office and convention buildings should have flexible and technologically-advanced working and meeting environments that are engaging, healthy, comfortable, durable, aesthetically-pleasing, and accessible. They should be able to accommodate the specific space and equipment needs for various meeting sizes, or of an individual tenant. Special attention should be made to the selection of exterior finishes and public art installations, particularly in the setback zone, entry lobbies and other areas with public access.



SECTION 4 SITE AND BUILDING DESIGN



Habitable Rooftops: Include habitable roof tops and light colored roofing to help reduce heating and cooling loads, address ‘urban heat island’ effects and provide workers a significant private outdoor amenity area.



Articulated Facades: Facade design should include high quality exterior materials, windows, sun control devices and other design elements to produce a well articulated building.



Glazing: Windows should be well proportioned and operable at the upper levels. Glazing should provide a high degree of light transmittance and be non-reflective.



Entries and Lobbies: Buildings should have one main entrance for staff, visitors and the public. Building entries should include an entry lobbies that is inviting, well-lit and secure. Entries and lobbies should be open to and entered from streets. The lobby should be clearly visible from the outside, both day and night.



Public Space: Outdoor plazas and public amenity areas should be incorporated into building frontages for employee and visitor uses, and for both planned and passive activities. It may also be possible to incorporate program requirements into these spaces, for example, for use as outdoor dining or meeting spaces. Public art may be included in the design of plazas and public amenity areas, however, art installations should address how people will move to and from other designed areas.

HOTEL

Hotel facilities present a unique face to the new district. By hosting visitors these facilities have a strong responsibility to be gracious and inviting. Building designs should provide a comfortable opportunity for visitors to get to know the community and engage the public realm. The design of hotel facility provides an exciting opportunity to include special, active uses such as fire pits, swimming and recreation facilities, bars and restaurants and other leisure type entertainment. Buildings should invite the residents and workers in to mingle with visitors, while also providing spaces for much needed rest and contemplation while on a long trip. As a destination for visitors from outside of the community hotel facilities should be designed as landmark buildings.



SECTION 4 SITE AND BUILDING DESIGN



Guest Amenities: A wide variety of guest amenities should be provided and incorporated into the overall design of new hotel facilities. Hotels and other places to provide temporary lodges should leave visitors with a unique and lasting memory of this place.



Visually and Physically Engaging: Hotel facilities should locate guest amenities, dining facilities and other active uses along public rights-of-ways and open spaces in order to allow visitors to visually and physically engage the community.



Neighborhood Services and Amenities: Uses that can also serve the daily needs of the community as well as temporary visitors are encouraged. These types of uses should be located where they can be easily accessed by residents, workers and visitors alike.

RETAIL & ENTERTAINMENT

Retail and entertainment uses provide vitality and life for cities and districts. Including ground floor retail and entertainment within office and high density residential buildings nurtures a 7-day, 24-hour population. In response, designs of buildings that include retail and entertainment should directly engage the public realm and include numerous opportunities for people to enliven the building edge, including open storefronts, generous seating areas, private amenity areas facing the public realm and a fine grain rhythm of many individual entries and building bays. The use of vibrant and warm colors is encouraged to enhance the visual character of the buildings especially at the pedestrian level.



Public: Ground floor retail, entertainment and other commercial uses must be physically and visually oriented towards a public right-of-way or plaza. Retail and entertainment spaces should maintain a strong physical connection to the public realm.



Rhythm: The base of buildings with retail and/or entertainment should be expressed with facade treatments that are scaled to human activity on the street and create a fine grain street rhythm. Lower levels of the building should include changes in materials, changes in fenestration and architectural elements scaled to create a comfortable pedestrian zone.



Open and Transparent: Retail and entertainment facades should be devoted to transparent windows and doors or visually open, to allow maximum visual interaction between sidewalk areas and the interior of active use spaces.



Active Edge: Outdoor seating areas associated with adjacent retail and entertainment spaces are encouraged. When incorporating outdoor seating and dining, a minimum sidewalk throughway must be maintained.

RESIDENTIAL : LOW-RISE

The character of the low-rise residential buildings is established by fine-grain articulation. Building setbacks are intended to be occupied by private uses such as stairs, stoops, garden patios, private outdoor amenity areas and similar uses to provide activities that will bring social life to the public realm. Streetscapes should have a predominantly residential character where auto traffic is slowed and pedestrians have priority. Walkways that cut through the middle of blocks provide a variety of engaging routes for people to move through the neighborhood. Ground floor units with stoops and stairs must ensure that interior circulation meets universal accessibility standards.



SECTION 4 SITE AND BUILDING DESIGN



Habitable Rooftops: Enliven facades and roofs of buildings with decks and private outdoor amenity areas for residents to inhabit.



Articulated Massing: The massing of buildings should be articulated to express each individual unit.



Public Engagement: Design residential ground floor living spaces to directly engage the public realm.



Transition Zone: Activate the transition zone between private living spaces and the public realm with stoops, stairs, private yards and porches. For ground floor units with stoops and stairs ensure that interior circulation meets universal accessibility standards.



Individual Entries: Differentiate individual units with changes in color, materials and/or minor facade articulation.

RESIDENTIAL : MID-RISE

Four-to-eight-story residential buildings should create the primary character of the residential fabric. In order to foster a family-friendly and pedestrian focused environment, building low- and mid-rise buildings should convey a sense of activity and bring building life to the pedestrian level and into the public realm by requiring inviting individual residential entries, a high degree of transparency at the ground floor, direct physical connections to public amenity areas and a comfortable buffer between the street and the interior of residential units. A rich exterior expression is encouraged, facades should be enlivened by balconies decks and architectural articulation.



SECTION 4 SITE AND BUILDING DESIGN



Habitable Rooftops: Create generous common spaces including habitable roof tops that optimizes and encourages use by the residents.



Articulated Massing: Articulate low- and mid-rise buildings into smaller massing with major breaks in the facade and roof line in conjunction with changes in color and/or materials.



Connected Open Space: Create a strong relationship between private and public realm by locating decks, porches and patios facing onto dedicated public outdoor spaces.



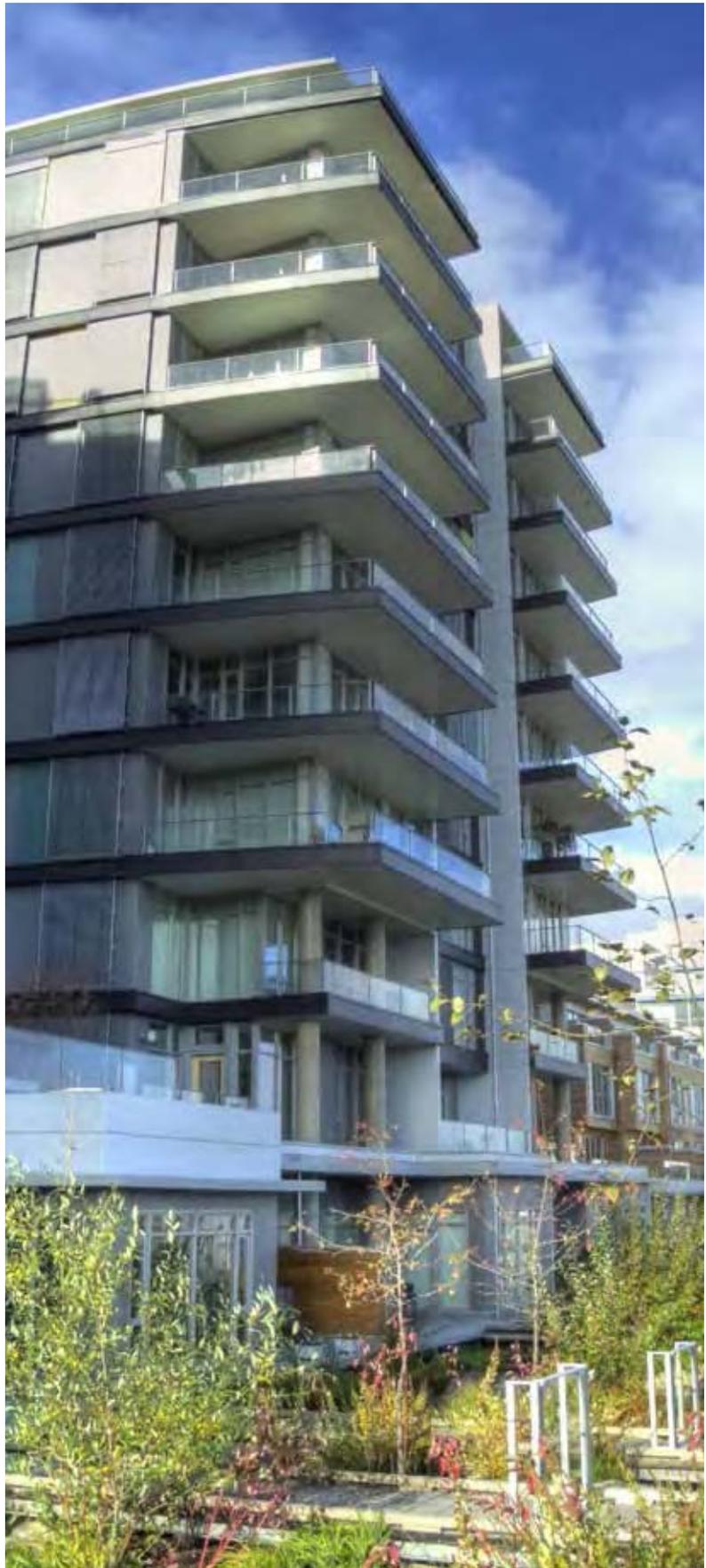
Open Community: Provide physical and visual connections between the public realm and semi-private public amenity areas. Public amenity areas should enable residents direct access from the public realm. Through block connections are encouraged to provide alternative pedestrian routes through the community especially for children and connecting public amenities.



Public Engagement: Activate the transition zone between private living spaces and orient primary unit entries on the ground floor towards adjacent public amenity areas, open spaces, lanes or public rights-of-way. For ground floor units with stoops and stairs ensure that interior circulation meets universal accessibility standards.

RESIDENTIAL : TOWERS

New residential towers should be located near important intersections, transit and in more intensive mixed-use areas. These residential buildings provide a large number of homes and an efficient use of land area, helping to focus density and create valuable open space for all residents and neighbors.



SECTION 4 SITE AND BUILDING DESIGN



Tops: Tops of towers should be distinctive in order to enrich the skyline and to enhance the role of the building as a landmark.



Residential Articulation: Tower facades should be articulated to express the scale of an individual residential unit and to reduce the apparent mass of the overall building.



Vertical Open Space: Private outdoor amenity areas and sky gardens should be accommodated on tower facades in order to provide an opportunity for residents to inhabit and enliven the exterior walls and express a more recognizable human scale on the building exterior.



Tower Form: Towers should be expressed as vertical forms coming down to the ground to accentuate their prominence as local landmarks and prominent features on the city skyline.



Base: The base of towers should incorporate elements that reflect a pedestrian's scale and include active ground floor uses such as: community use; retail; health club; or other similar uses. Residential lobbies should be well lit, inviting and directly engage the public realm.

SCHOOLS

School buildings act as hubs at the center of local life and have an important role to play in facilitating community participation and cohesion. New school buildings should be community landmarks that bring new life to this part of the city. These buildings should be striking urban elements, designed to engage the public realm and respond sensitively to the existing surrounding context. Good design is essential for achieving buildings that both reduce operational costs and create a pleasant environment for education and community cohesion.



SECTION 4 SITE AND BUILDING DESIGN



Design: School buildings should be designed with a high level of architectural and, where appropriate, landscape treatment. There should be ample outdoor area for both informal gathering and play. The comfort of students and teachers should be a high priority and the design should provide a clear and visible identity for the building and reinforce a unique identity.



Open Space: School buildings should be designed to actively engage the surrounding landscape. Public open space may be incorporated into the site design offering a valuable amenity to the entire community. Paths and playgrounds should balance public accessibility with student and teacher comfort and safety.



Entry and Public Access: School buildings have very specific program needs that will directly affect the building design and expression. Because of the civic nature of these buildings, they should be designed as multi-use facilities that include both indoor and outdoor public space for community activities. Entries and public indoor spaces should act as a threshold between the public and the private realm. Building designs should be both welcoming and secure.

LIGHTING & SIGNAGE

Building designs are encouraged to use lighting and signage in innovative and engaging ways with the aim of making the public realm experience more attractive, legible and more secure, both during the day and at night.



Dark Skies: Traditional “glowtop” luminaires should not be used, as they are a significant source of light pollution. Instead, luminaires which direct light downward and towards the intended use should be employed.



Light Trespass: All lighting should be shielded to prevent glare to private and public uses, especially residential units.



Well-Lit Spaces: Security should primarily be provided through lighting and increased visibility, in place of armoring of windows and doorways.



SECTION 4 SITE AND BUILDING DESIGN



Image: Signage helps to highlight the identity of businesses while enhancing the appearance of the streetscape.



Pedestrian Scale: Signage should primarily address the pedestrian level and should typically not be located above the floor of the second level.



High Quality: High quality materials and detailing are encouraged in building signs. Window signs are encouraged, but should maintain a high degree of transparency.



Unique Identity: The design of building and site signage should be of a creative and engaging nature. It is also essential that signage types, fonts, contrasts meet the goals for universal accessibility.



Integrated Signage: Monument signs should be incorporated into the overall building architecture and landscape design. They should be externally lit with lighting concealed from the public realm.

4.2 SETBACKS

Setbacks have been established to provide an appropriate and comfortable buffer between the street and the interior of the ground floor of buildings. As a transition between the public and private realm, the design of setback areas is intended to encourage people to occupy and enliven them and help define the physical and social character of the district. Residential setback areas are intended to include stairs, stoops, private gardens and patios that will foster greater social interaction. Non-residential setback areas are encouraged to incorporate terraces, retail stands, outdoor seating and dining areas that will help activate the edge of the public realm. Industrial and Research & Development setback areas should provide a well landscaped zone that positively contributes to the aesthetics of the district and incorporates best practices in sustainable stormwater management.



In order to nurture a vibrant, pedestrian focused district, buildings are intended to provide opportunities for workers, residents and others to occupy and inhabit the setback area. Intended to be visually appealing, socially engaging and interconnected with ecological systems within the public realm, the setback area includes private or semi-private outdoor spaces directly adjacent to a building. Semi-private campuses and courtyards are intended to play a role in the overall open space system.



- **Setback:** The extent of the setback area of each building or structure shall be taken as the horizontal distance, measured perpendicularly, from the property line to the predominant building wall closest to such property line, excluding permitted projections.
- **Common vs. Private:** Building setback areas are divided into common and private setback areas (Fig. 4.3). Private setback areas are intended for use by adjacent individual residential dwelling units and building occupants. Common setback areas must be treated as a unified, planted landscape buffer area that is required to be implemented and maintained by the building owner or homeowner's association.
- **Occupied Building Area:** Occupied building area may project into the setback area, only above 12 feet from grade, as indicated in Figure 4.4 - Setback Control Sections. Occupied building encroachments and projections may extend into the setback area for a maximum of 55% of the length of the street frontage with a minimum horizontal separation of 3 feet parallel to the street frontage. Projections, encroachments and obstructions will be reviewed to ensure no interference with fire fighting or emergency operations.



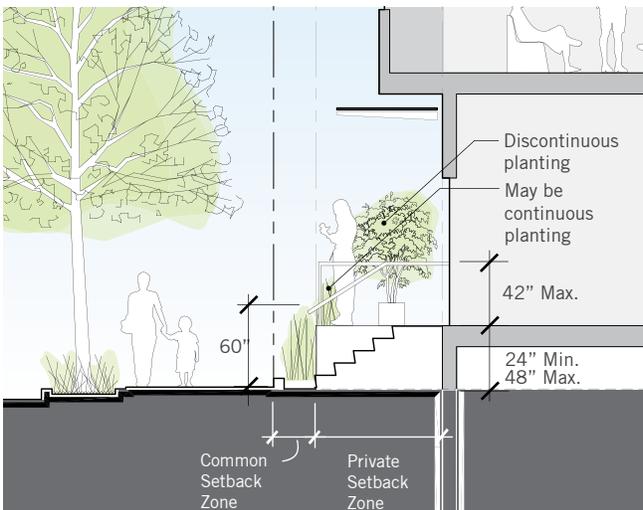


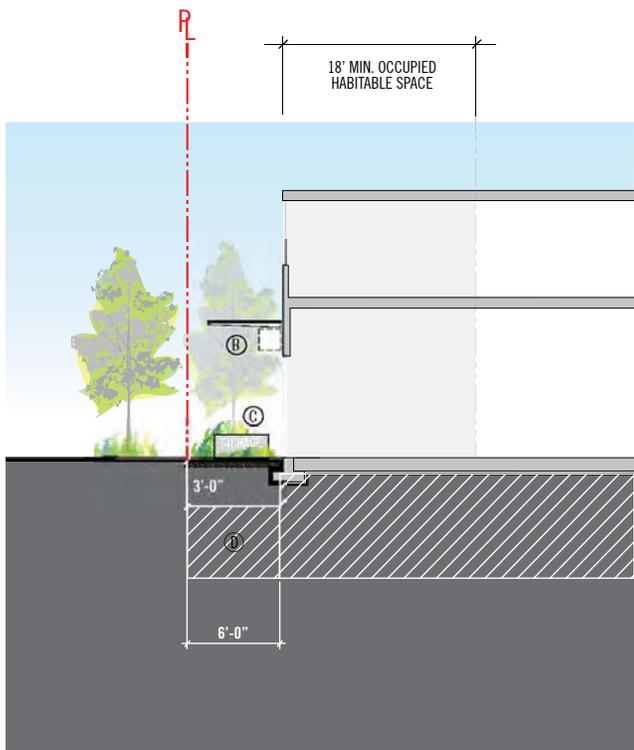
Figure 4.3 Common vs. Private Setback

- **Projections:** Awnings, canopies, marquees, signs, shading devices, cornices and lighting may encroach into the public right-of-way and project into the setback area above a minimum height of 10 feet from sidewalk grade, as indicated in Figure 4.4 – Setback Control Sections.
- **Obstructions:** Walls, fences, monument signs, lighting, elevated private outdoor space, stairs leading to residential entries, guardrails, handrails and other similar building and landscape elements are permitted encroachments within the setback area as indicated in Figure 4.4 – Setback Control Sections. Utilities, transformers and telecommunications equipment shall, to the extent feasible, not be located in front of a building and shall be architecturally integrated or screened by landscaping.
- **Basement Levels:** Basement levels of buildings are permitted to project into the setback area as indicated in Figure 4.4– Setback Control Sections; however, projections must be a minimum of 3 feet below grade to allow for a minimum planting depth.
- **Transition:** All buildings shall activate the setback area between private spaces and public rights-of-ways, easements and semi-private courtyards with terraces, retail stands, outdoor seating and dining areas private yards, porches, and primary living spaces. Setback areas for Industrial and Research & Development uses may be landscaped.
- **Planting:** Regionally appropriate vegetation must be used for landscaping in setback areas. Regional appropriate planting is drought tolerant, resistant to local pests and is well suited to the specific micro-climate at Warm Springs/ South Fremont.
- **Buffer Planting:** The height of plants and trees within common setback areas shall not exceed 60 inches in height from back of sidewalk grade. Within private setback areas, or other private outdoor spaces, planters containing foliage and trees more than 42 inches in height as measured from the first habitable floor are limited to 50% of the street frontage in segments no greater than 15 feet in length (Fig. 4.3).
- **Common Boundary Structures** Monument signs, walls, fences and other boundary structures taller than 36 inches are not permitted within the common setback area.
- **Private Boundary Structures** Walls, fences and other boundary structures within the private setback area facing a public right-of-way shall not exceed 48 inches average from sidewalk or courtyard grade. Guardrails and handrails within the private setback area may exceed 5 feet in height from sidewalk grade, if they are more than 70% physically and visually permeable. Glass panels are not permitted at the ground floor.

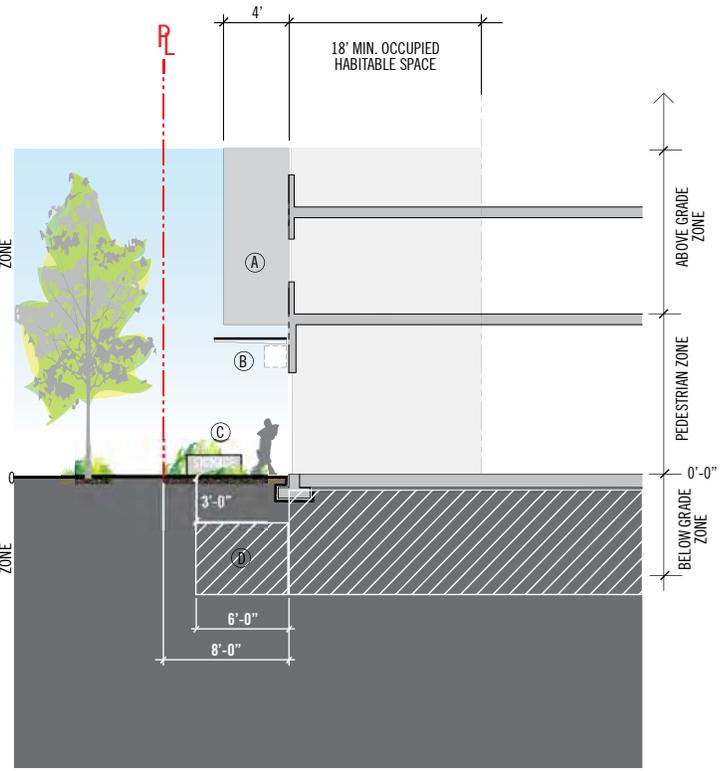
SETBACK CONTROL SECTIONS

INDUSTRIAL / SCHOOL

RESEARCH & DEVELOPMENT / OFFICE & CONVENTION



6'-0" SETBACK



8'-0" SETBACK

		Setback
Allowable		Projections
ABOVE GRADE ZONE	Enclosed Building Area	4'
	Unenclosed Building Area	4'
	Architectural Elements	2'
	Signage	4'
	Lighting	4'
PEDESTRIAN ZONE	Canopies & Awnings	6'
	Stairs, Stoops	NP
	Patios, Yards, Terraces	6'
	Fences (up to 42" from grade)	NP
	Signage	6'
	Monument Signage	6'
	Lighting	6'
BELOW GRADE ZONE	Garages, Basements	NP

		Setback
Allowable		Projections
ABOVE GRADE ZONE	Enclosed Building Area	4'
	Unenclosed Building Area	4'
	Architectural Elements	2'
	Signage	4'
	Lighting	4'
PEDESTRIAN ZONE	Canopies & Awnings	8'
	Stairs, Stoops	NP
	Patios, Yards, Terraces	8'
	Fences (up to 42" from grade)	NP
	Signage	6'
	Monument Signage	8'
	Lighting	6'
BELOW GRADE ZONE	Garages, Basements	6'

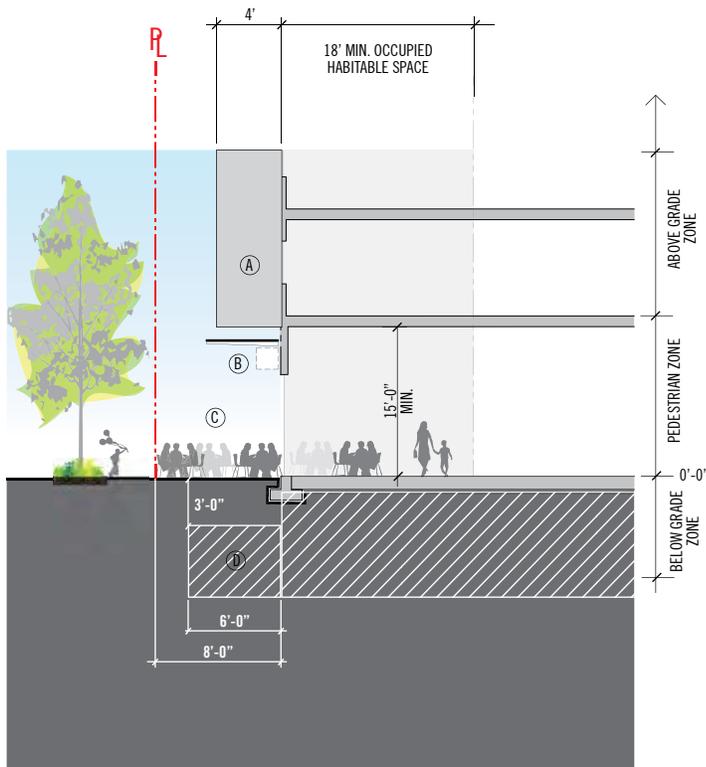
Figure 4.4 Setback Control Sections

Notes:

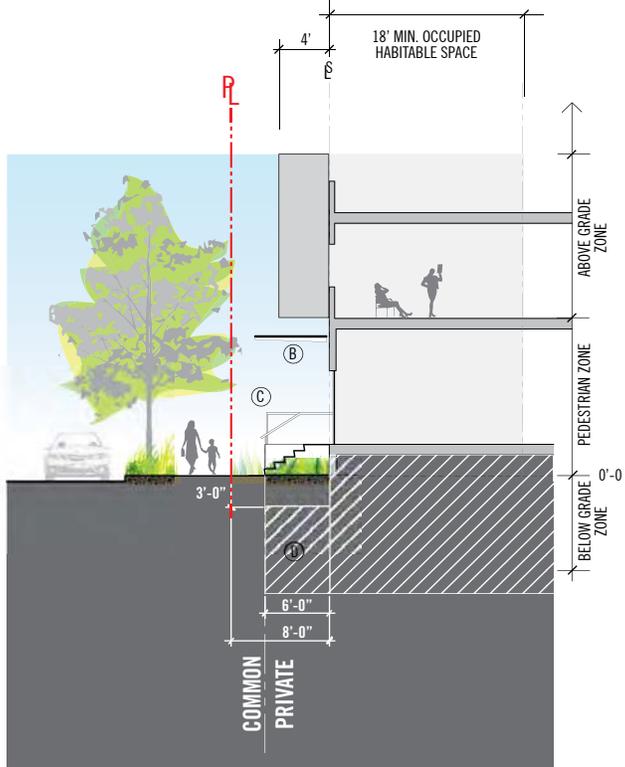
1. Projections shall not impede rescue for residential bedrooms required to meet California Building Code requirements for emergency egress and rescue openings.
2. Final building setbacks will be determined on an individual project basis. Final building setbacks are dependent on the height of the building and the adjacent street section specifications, for emergency response vehicle access, setup and aerial access.

RETAIL & ENTERTAINMENT / HOTEL

RESIDENTIAL



8'-0" SETBACK



8'-0" SETBACK

	Allowable	Setback	
		Projections	
ABOVE GRADE ZONE	Enclosed Building Area	4'	
	Unenclosed Building Area	4'	
	Architectural Elements	2'	
	Signage	4'	
	Lighting	4'	
PEDESTRIAN ZONE	Canopies & Awnings	8'	
	Stairs, Stoops	NP	
	Patios, Yards, Terraces	8'	
	Fences (up to 42" from grade)	NP	
	Signage	6'	
	Monument Signage	13'	
	Lighting	6'	
BELOW GRADE ZONE	Garages, Basements	6'	

	Allowable	Setback	
		Projections	
ABOVE GRADE ZONE	Enclosed Building Area	4'	
	Unenclosed Building Area	4'	
	Architectural Elements	2'	
	Signage	4'	
	Lighting	4'	
PEDESTRIAN ZONE	Canopies & Awnings	8'	
	Stairs, Stoops	6'	
	Patios, Yards, Terraces	6'	
	Fences (up to 42" from grade)	6'	
	Signage	4'	
	Monument Signage	4'	
	Lighting	4'	
BELOW GRADE ZONE	Garages, Basements	6'	

- (A) Occupied Building Area 12' above grade
- (B) Signage, canopies, awnings, shading devices, lighting above 10' from grade
- (C) Stoops, terraces, stairs, patios, yards, fences, guardrails, walls, on grade Signage and lighting up to 60" high from grade
- (D) Below grade garages can project into setback zone if a 3' min. soil depth is maintained from grade to top of structure
- PL Property Line
- SL Setback Line

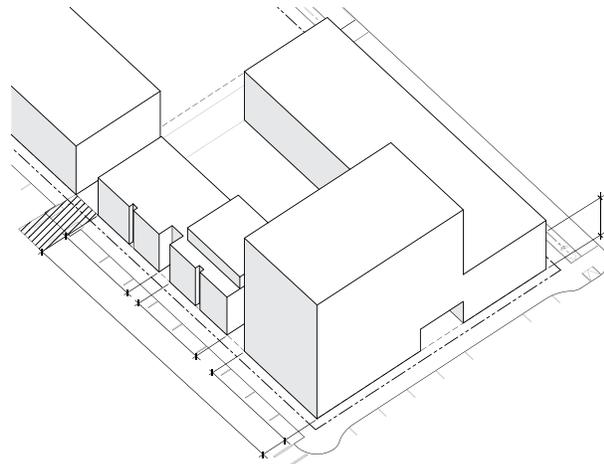
4.3 STREETWALL

The individual character of various street types and open spaces is influenced by the streetwall that is created by adjacent buildings. Streetwall requirements contained in this section ensure buildings create clearly defined edges to the public realm and help differentiate between non-residential, mixed use and residential areas of the district.

- **Streetwall:** The streetwall is defined as that portion of the building massing, directly fronting onto either a public right-of-way or easement, that is constructed to the setback line. Minimum percentages of building massing that must be constructed to meet the setback line is determined by land use and must be:
 - 50% for Office and Research & Development
 - 80% for Retail & Entertainment
 - 70% for Residential
 - All other uses are exempt

The streetwall percentage of a project for a given street frontage is calculated by dividing the sum of the length of all building faces built up to the setback line on that block frontage by the total length of the project lot on that block frontage. Certain minor variations of the building face are allowed to be counted toward the numerator as indicated in **Minor Variations**, and certain required breaks in the block face are excluded from the denominator as indicated in **Streetwall Exclusions**. The minimum percentage of building massing must also be constructed to a minimum height of 25 feet above sidewalk grade as indicated in Fig. 4.5. Research & Development uses outside of a half-mile radius of BART are exempt.

- **Streetwall Exclusions:** Shared Public Way and Pedestrian Path Easements are excluded from streetwall calculations.
- **Corner Zones:** In order to create strong building corners, a 100% streetwall for a minimum of 30 feet from the corner of the building and a minimum of 35 feet high (Fig. 4.6) is required within the Corner Zones illustrated on Figure 4.5. Minor variations are permitted as defined in **Minor Variations**.
- **Minor Variations:** Minor variations along the streetwall (including within Corner Zones) are allowed and count towards the overall streetwall requirements. Minor variations include: minor setbacks from the streetwall no greater than 2 feet from the setback line for any given length to allow architectural articulation of the facade; vertical recesses up to 2 feet deep and 4 feet wide; recessed building entries less than 2 habitable floors in height; recessed balconies; and covered pass-throughs, no greater than 30 feet wide and up to 2 habitable floors



Pedestrian Paths are excluded from streetwall calculation

Figure 4.5 Streetwall Calculation

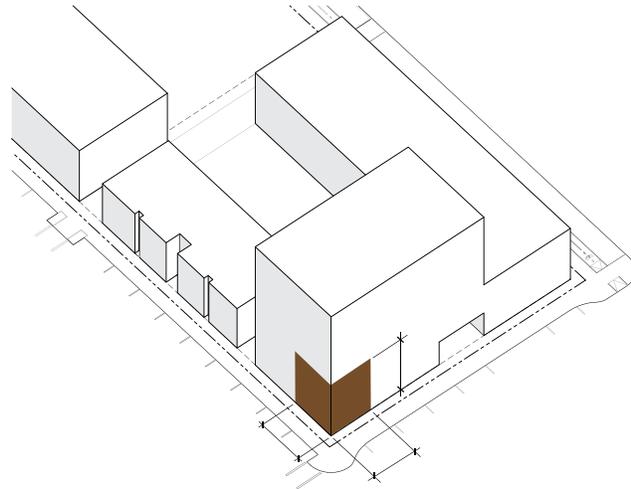


Figure 4.6 Corner Zone

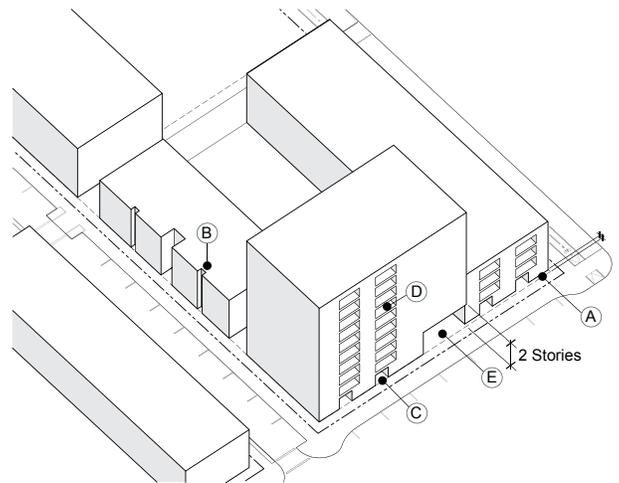


Figure 4.7 Minor Variations

- (A) Minor setback from setback line no greater 3 feet
- (B) Vertical recesses no greater than 3 feet deep x 4 feet wide
- (C) Recessed ground floor entry
- (D) Recessed balconies
- (E) Covered pass-throughs up to 2 stories

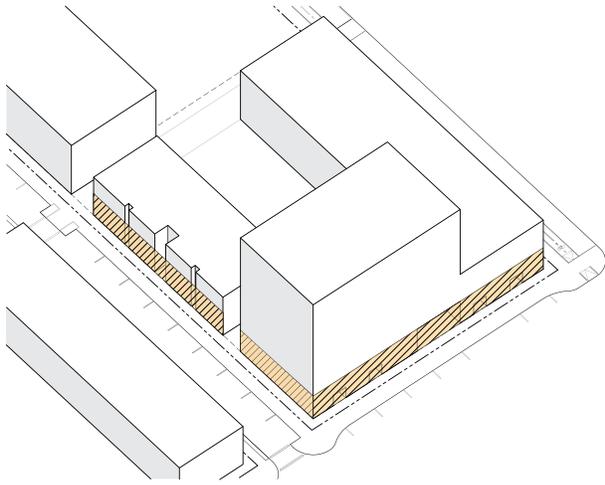


Figure 4.8 Base Articulation

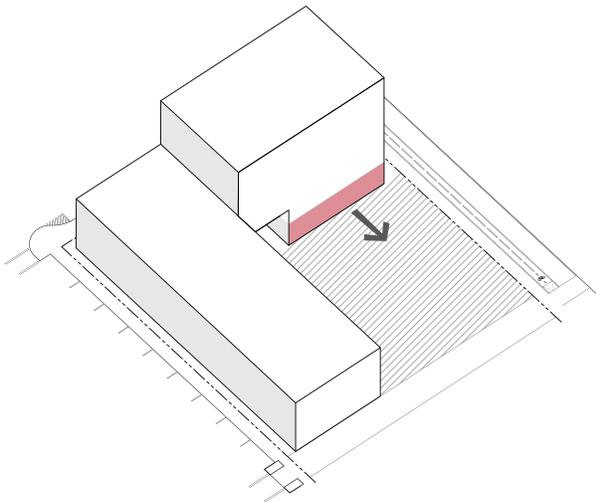


Figure 4.9 Active Ground Floors

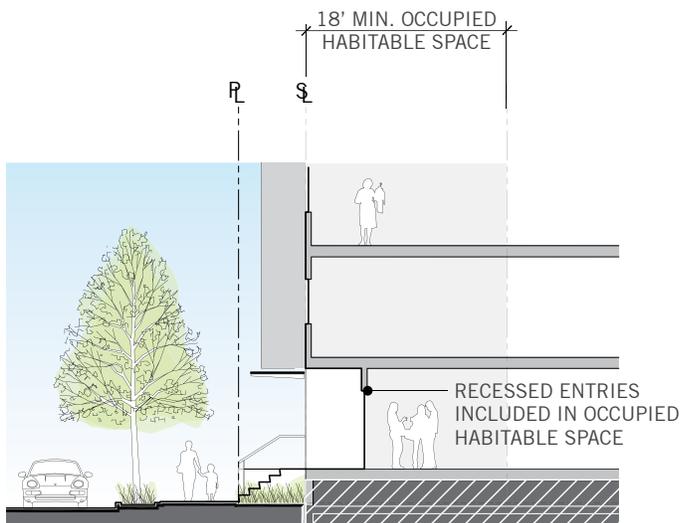


Figure 4.10 Occupied Habitable Space

in height (Fig. 4.7).

- **Building Base Articulation:** At a minimum, all buildings must articulate the ground floor with a finer grain of architectural detailing to enhance the pedestrian experience. Buildings taller than 50 feet must articulate the first two habitable floors with a finer grain of architectural detailing. This may include, but is not limited to, architectural elements such as canopies, awnings, overhangs, projections, recesses, greater dimensional depth of facade elements, and material and surface change and texture (Fig. 4.8).
- **Active Ground Floors:** Buildings taller than 65 feet and adjacent to Public Open Space must include active ground floor uses that are visible from and oriented towards the Public Open Space (Fig. 4.9). See Section 4.4, Ground Floor Activation, for more detail regarding ground floor activation.
- **Occupied Habitable Space:** All buildings must include 18 feet of occupied habitable space at the ground floor, measured perpendicularly from the streetwall. Recessed entries may be included in occupied habitable space (Fig. 4.10).
- **Inactive Facades:** Garage entries, loading and service entries, transformer rooms, exit stairs and elevators are exempt for 20% of the block perimeter or 60 linear feet, whichever is less. These elements must be incorporated into the overall architectural expression of the building.
- **Fine Grained Streetscape:** Ground floors of building facades must be articulated into small bays in order to establish a fine grained streetscape with a high degree of visual variety along the ground floor. Bays must be articulated at a maximum average of:
 - 35 feet for Office and Research & Development
 - 30 feet for Retail & Entertainment
 - 25 feet for Residential
 - All other uses are exempt
- **Articulated Bays:** Ground floor articulation is achieved by employing: a change in fenestration pattern; change in material; a minimum 1 foot deep and 1 foot wide vertical recess; or a 1 foot deep and 1 wide pilaster or column.

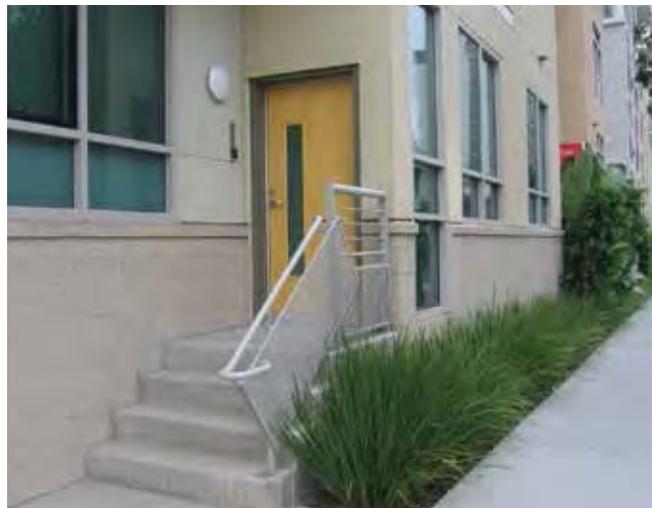
4.4 GROUND FLOOR ACTIVATION

To foster pedestrian focused environments, building bases should convey a sense of activity and liveliness. The following standards and guidelines are intended to bring building life to the pedestrian level and into the public realm by requiring many individual building entries, a high degree of transparency at the ground floor, and a comfortable buffer between the street and the interior of buildings.

Residential Ground Floor Activation

Residential buildings should make every effort to activate and enliven the building base as the interface between the public and private realm with a fine grain rhythm of entries and a sense of openness and engagement.

- **Residential Unit Entries:** Each ground floor residential unit must have an individual entry door directly from an adjacent public right-of-way, public easement, public dedicated open space or public courtyard.
- **Residential Rhythm:** Where ground floor residential units face a public right-of-way or public easement residential entries must occur at a minimum average of 1 door per 25 to 35 linear feet of building frontage.
- **Recessed Entries:** Residential entries must be sheltered from the rain and wind and provide an entry light. Ground floor residential unit entries must be articulated a minimum of 18 inches from the streetwall.
- **Residential Openness:** At least 30% of the ground floor facade of residential buildings shall be devoted to doors and transparent windows to allow maximum visual interaction between sidewalk areas and the interior of residential units. The use of dark or mirrored glass is not permitted.
- **Residential Ground Floor Height:** Ground floor residential units must have a minimum floor to floor height of 10 feet.
- **Elevated Residential Units:** A 24 to 48 inch elevation change must be provided between the first habitable floor of ground floor residential dwelling units and the sidewalk grade. Ground floor residential units must have access to an alternative circulation path that meets universal accessibility standards. For sloped sites (sloped after finish grade), exceptions to this standard may be proposed, and approved, as part of a development's Master Plan.
- **Building Lobbies:** Residential building lobbies should be limited to no greater than 30 feet wide along the street frontage.





Non-Residential Ground Floor Activation

Non-residential buildings should make every effort to enliven the public realm by locating active use frontages at the ground floor to help establish a comfortable and interesting pedestrian environment and support attractive and vibrant streetscapes. “Active Use Frontages” includes physical activation or visual activation, which can be achieved through architectural design. Activation includes, but is not limit to: locally serving retail and services; community rooms and kitchens; building amenities such as lobbies, windows, patios, balconies, recreation areas; small professional offices; and arts facilities. Design standards and guidelines are provided below.

• **Standards**

Streets: Regardless of building type or use, ground floor activation shall be required along the following street frontages:

- Warm Springs Boulevard, both sides of the street, from South Grimmer Boulevard to before the Reliance Way properties.
- South Grimmer Boulevard, both sides of the street, from Warm Springs Boulevard to Fremont Boulevard, excluding the area of grade differential for the railroad underpass that precludes a pedestrian zone.
- Fremont Boulevard, between South Grimmer Boulevard and Innovation Way.
- Innovation Way, from Fremont Boulevard to Lopes Court.
- Lopes Court/Old Warm Springs Road, both sides of the street, between Innovation Way and Tavis Place.



Tall Buildings: Regardless of building type or use, ground floor activation shall be required in buildings taller than 65 feet and adjacent to Public Open Space, on any street. The active ground floor uses must be visible from and oriented towards the Public Open Space. Lobbies greater than 30 feet in face width are not included as active use.

Office, research & development, and industrial uses:

Outside of ½ mile radius from the BART station and not on one of the streets or tall buildings required above, office, research & development, and industrial buildings are exempt from these standards. However, a proportioned and pedestrian friendly building base shall still be provided.

Sidewalk Throughway: When active ground floor uses incorporate outdoor seating and dining, a minimum sidewalk throughway dimension of 4 feet shall be maintained.



- **Guidelines**

Active Use Frontage: As described above, non-residential buildings should allow for the location of active uses on the ground floor facing public rights-of-ways. Active uses include, but are not limited to: locally serving retail and services; community rooms and kitchens; dining areas; building amenities; small professional offices; and recreation and arts facilities. Industrial and Research & Development uses outside of a half-mile radius of BART are exempt.

Accessibility: All primary entrances should meet the sidewalk at grade.

Active Use Ground Floor Height: Active use ground floors should have a minimum 15 foot clear finished ceiling height throughout the street level ground floor area. Retail uses should have a minimum 15 foot clear finished ceiling height throughout the street level ground floor area.

Building Lobbies: Non-residential building lobbies should be limited to no greater than 30 feet wide along the street frontage.

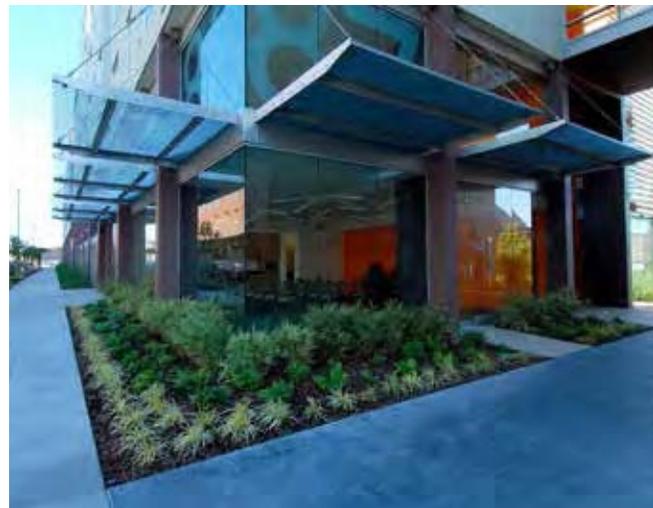
Pedestrian Scale: The first level or building base should be expressed with façade treatments that are scaled to human activity on the street. Lower levels of the building should include changes in materials or changes in fenestration scaled to create a comfortable pedestrian zone.

Exposure: Ground floor uses should be physically and visually oriented towards a public right-of-way or easement.

Openness: At least 60% to 80% of the length of an active use ground floor (the façade between the height of 2 and 12 feet) should be devoted to transparent windows and doors or visually open, to allow maximum visual interaction between sidewalk areas and the interior of active use spaces. The use of dark or mirrored glass is not permitted.

Variety: In order to allow for a wider variety of small scale tenant spaces, no single tenant should occupy more than 60 linear feet along any single street frontage. Larger users, such as grocery stores and movie theaters, should dedicate a minimum 18 feet of depth between the predominant building façade and the main lease area to distinct and separate active uses.

Visibility: Tenant improvements for active use tenant spaces should maintain the transparency of the storefront. This may be achieved with the placement of public areas of the proposed use adjacent to the façade and by avoiding the use of shades, opaque or obscured glass, displays, or other window treatments that compromise visibility in to the space.





Storefront Entries: Commercial and storefront entrances should be easily identifiable and distinguishable from residential entrances. Recessed doorways, awnings, transparencies, changes in color or materials are encouraged to identify and enhance entrances.



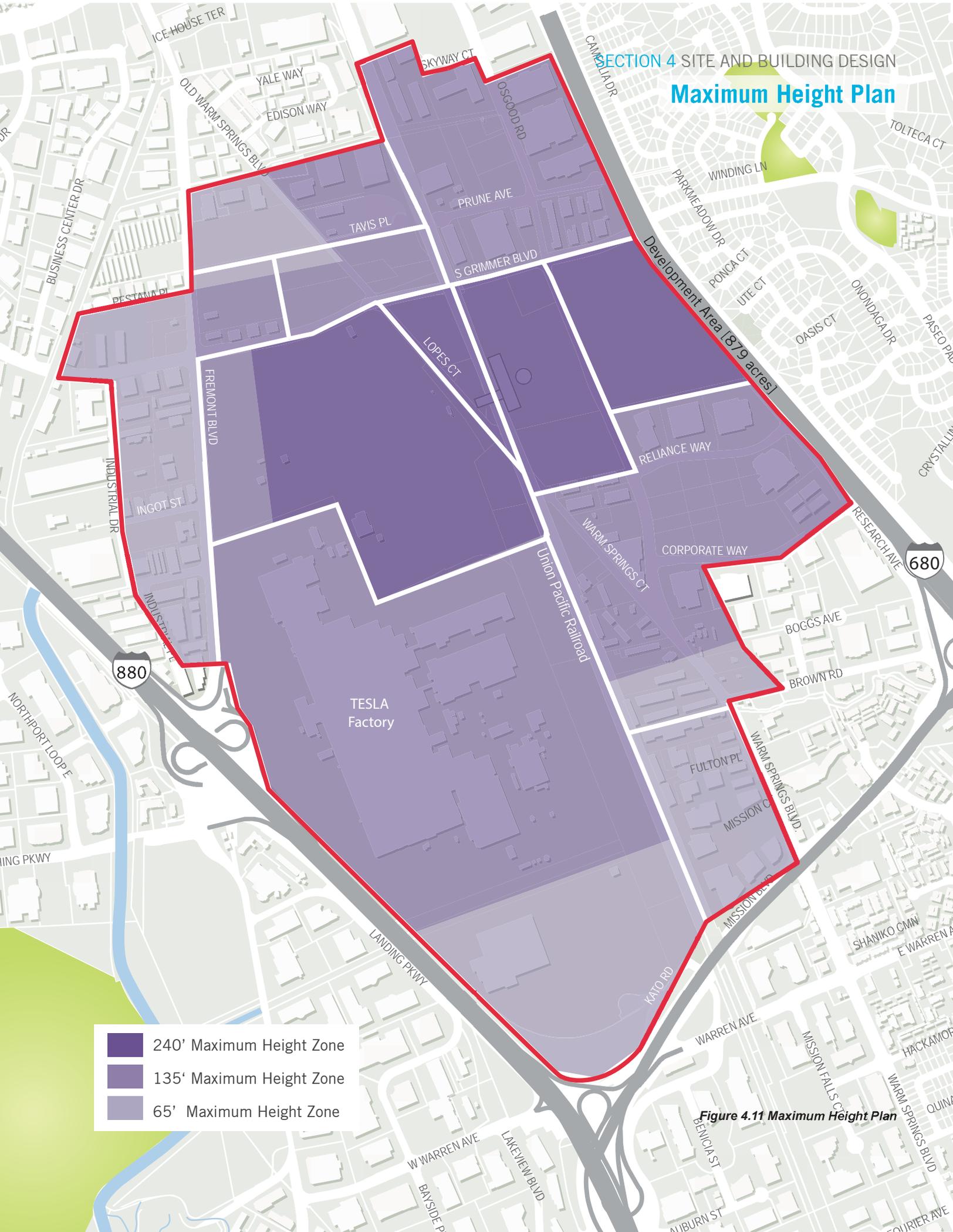
4.5 BUILDING HEIGHT

Maximum height limits focus taller buildings, and therefore the greatest density, near transit, provide a comfortable pedestrian environment that is visually and socially engaging and establishes a consistent building fabric. Height zones describe the three-dimensional maximum height envelopes without defining specific locations, numbers or shapes of buildings or parcels. In order to provide flexibility and the opportunity for a degree of variety in the built environment, the exact shape and orientation of building footprints within the buildable envelope is not defined. All building designs will be required to be reviewed for compliance with California Building and Fire Code.

- **Maximum Height:** The height of structures shall not exceed the applicable maximum height as shown on the Maximum Height Plan (Fig. 4.11).
- **Measuring Height:** Height limits are to be measured from average site grade to the roof of the top occupied floor of each building. The number of stories achievable within the maximum heights allowed will vary according to use.
- **Sloped Roofs:** Sloped roofs, in excess of 30 degrees from the horizontal, are to be measured to the midpoint of the vertical dimension of the roof.
- **Appropriate Scale:** In order to ensure that smaller scale buildings are located along smaller scale streets, residential buildings that are no greater than 35 feet in height must be located along a public right-of-way or easement that is no more than 60 feet in width.
- **Sustainability:** Photovoltaic and thermal solar collectors, rain water collecting equipment, wind turbines and other sustainability components may project above the maximum height limit.
- **Height Projections:** Those portions of a building that may project above the maximum height limit are:
 - Parapets, railings, planters and visually permeable building elements up to 4 feet in height.
 - Mechanical enclosures and other rooftop support facilities that occupy less than 20% of the roof area up to 12 feet in height.
 - For buildings taller than 85 feet, wall planes extensions such as those used for screening of mechanical equipment that are either 50% physically and visibly permeable or translucent, up to 12 feet in height.
 - Common areas up to 12 feet above the maximum height limit, no longer than 50% of building length, in segments no greater than 100 linear feet or 50% of the streetwall, whichever is less. Projections above the height limit must step-back at a minimum ratio of 2 feet in a horizontal dimension, from the exterior building wall for every 1 foot above the maximum height limit.



Maximum Height Plan



Development Area [879 acres]

Union Pacific Railroad

TESLA
Factory

- 240' Maximum Height Zone
- 135' Maximum Height Zone
- 65' Maximum Height Zone

Figure 4.11 Maximum Height Plan

4.6 BULK AND MASSING

The following standards and guidelines on bulk and massing are intended to support the creation of well proportioned buildings that contribute to the formation of a fine grain, appropriately scaled environment. Buildings are meant to reinforce a pedestrian focused environment that is visually engaging by controlling: maximum floor plates; maximum plan lengths; maximum diagonals; maximum apparent face; and building design elements that constitute a change in apparent face. All building designs will be required to be reviewed for compliance with the California Building and Fire Codes.

- **Requirements:** All buildings shall comply with the bulk and massing requirements for their specific building height listed in Figure 4.16 Bulk + Massing Control Matrix.
- **Maximum Plan Dimension:** The maximum plan dimension as described in Figure 4.16 Bulk + Massing Control Matrix is defined as the maximum linear horizontal dimension of a building or structure, at a given level, between the outside surfaces of its exterior walls. The maximum plan dimension of a building or structure is the greatest plan dimension parallel to the long axis of the building as shown in Figure 4.12 Maximum Plan Length and Diagonal.
- **Maximum Diagonal:** The maximum diagonal as described in Figure 4.16 Bulk + Massing Control Matrix is defined as the maximum linear diagonal dimension of a building or structure, at a given level, between the outside surfaces of its exterior walls. The maximum diagonal of a building or structure is the greatest distance connecting two opposing points of the building as shown in Figure 4.12 Maximum Plan Length and Diagonal.
- **Maximum Apparent Face 1:** The maximum apparent face width for a building face parallel to the long axis of the building or a building wing is limited as described in Figure 4.16 Bulk + Massing Control Matrix and Figure 4.13 Maximum Apparent Face 1.
- **Maximum Apparent Face 2:** To further reduce apparent building mass, the maximum apparent face width for a building face parallel to the short axis of the building or a building wing is limited as described in Figure 4.16 Bulk + Massing Control Matrix and Figure 4.14 Maximum Apparent Face 2 and Apparent Change in Height.
- **Apparent Change in Height:** All buildings taller than 65 feet shall include a minimum change in height of 10 feet between the distinct building masses or faces generated by **Maximum Apparent Face 2**, as shown in Figure 4.14 Maximum Apparent Face 2 and Apparent Change in Height.

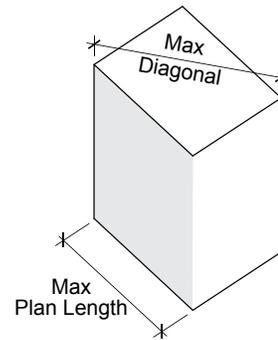


Figure 4.12 Maximum Plan Length and Diagonal

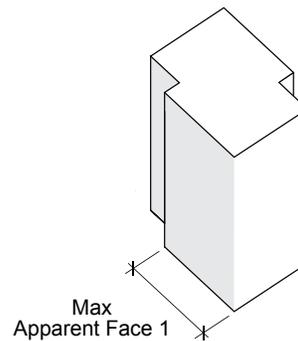


Figure 4.13 Maximum Apparent Face 1

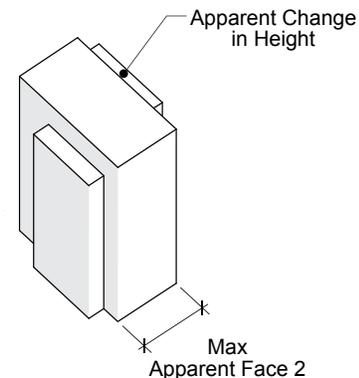


Figure 4.14 Maximum Apparent Face 2 and Change in Apparent Height

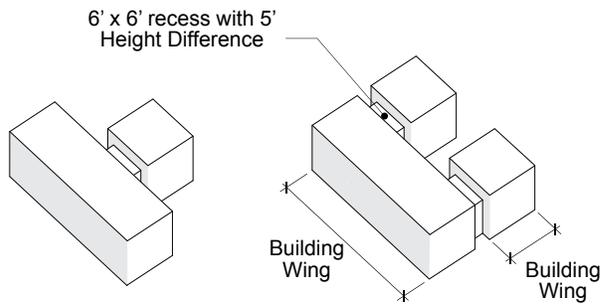


Figure 4.15 Compound Shapes

- Compound Shape:** Compound shaped buildings comprised of building wings (Fig. 4.15) including, but not limited to, 'L', 'T', 'U' or 'E' shaped plans shall be articulated into a series of smaller, simple discrete volumes in order to reduce their apparent mass. Articulation must include a minimum 6 foot by 6 foot recess at the intersection of two discrete volumes, accompanied by a minimum 5 foot difference in height between the roof of each building wing and the recessed portion of the building as shown in Figure 4.15 Compound Shapes.
- Tower Separation:** Buildings taller than 85 feet shall maintain a minimum distance of 45 feet clear from any portion of another building taller than the 85 feet.
- Tall Buildings:** Buildings taller than 85 feet shall be designed to accentuate a vertical proportion by expressing a minimum of 25 percent of their perimeter from the ground floor to the top of the building.

BUILDING HEIGHT	MAX FLOOR PLATE	MAX PLAN LENGTH	MAX DIAGONAL	MAX APPARENT FACE 1	MAX APPARENT FACE 2	CHANGE IN APPARENT FACE
UP TO 35'	NA	NA	NA	Non-Residential 35' Residential 20'	NA	Minimum 1' deep x 1' wide notch. or Minimum 2' offset of building massing.
36' - 65'	NA	NA	NA	120'	80'	Minimum 2' deep x 3' wide notch. or Minimum 2' facade setback
65' - 85'	20,000 sf	200'	NA	80'	40'	Minimum 5' deep x 5' wide notch. or Minimum 5' facade setback
86' - 135'	10,000 sf	140'	170'	105'	40'	Minimum 10' deep x 10' wide notch. or Minimum 10' facade setback
135 - 240'	12,000 sf	140'	170'	110'	40'	Minimum 10' deep x 10' wide notch. or Minimum 10' facade setback

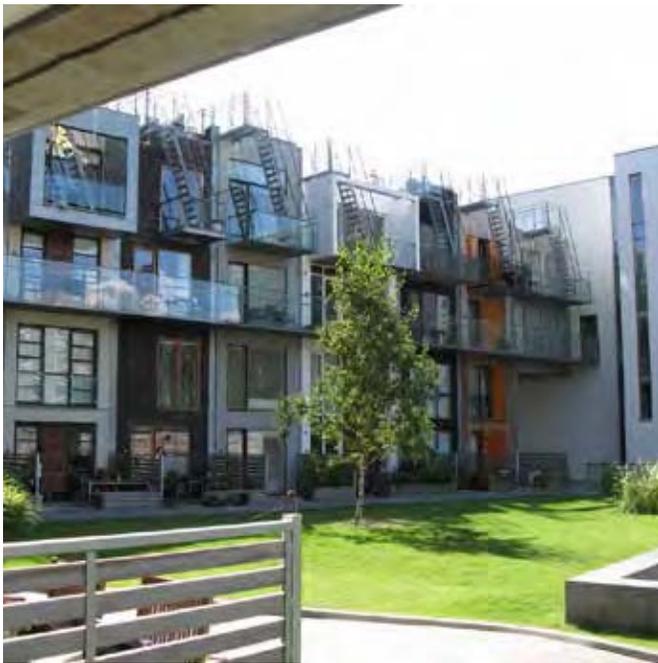
Figure 4.16 Bulk + Massing Control Matrix

4.7 OPEN SPACE

The following standards shall apply to new developments and are intended to promote usable outdoor areas in all developments. All new developments are required to provide a publicly accessible urban plaza in order to create a more open and connected network of public open space. While common, private open spaces are primarily for the use of adjacent building owners they are intended to be both physically and visually connected to the public realm in order to provide a sense of connectivity and permeability. Private open space should allow occupants to use and enjoy outdoor spaces.



- **Urban Plazas:** New development, residential and non-residential, shall provide at least one (depending on the size of the site) publicly accessible urban plaza, for use by residents, a building's occupants and/or workers, and the general public.
- **Private Open Space, Non-residential:** New industrial, R&D, and office development shall provide a minimum of 2.5% of gross floor area as outdoor usable, common, contiguous, improved and well maintained, private open space for exclusive use by the building's occupants and workers. The private open space may be located at any height level of the development. As an alternative, and depending on the layout and use of the building, the required private open space may be provided as a balcony, terrace or patio for each office or unit.
- **Private Open Space, Residential:** New residential developments shall provide common open space areas for the use of all residents within the development. Common open space may include, but is not limited to, rooftop gardens, indoor recreation facilities, landscaped spaces designed for active use, and other creative spaces, and shall be accessible to all residents within the development and provided with amenities or facilities likely to be utilized by anticipated residents, such as swings, pools, barbecues, tables, benches, etc. A common open space may be outdoors or indoors. Unless otherwise specified through design review, common open space shall be provided at the rate of 500 square feet up to five units, plus 50 square feet for each additional unit. A common open space area shall have a minimum dimension of 15 feet and shall not be located within any required setback. Additionally, each dwelling unit should have



at least one private open space area contiguous to the individual dwelling unit that allows the occupants of the unit the private use of an outdoor space. Unless otherwise specified through design review, private open space shall be provided as follows: (a) balconies (above ground level): minimum 48 square feet, the least interior dimension of which is six feet; or (b) Patios (at ground level): minimum 80 square feet, the least interior dimension of which is 8 feet.

- **Setbacks:** Private setbacks may count towards private open space requirements, at the discretion of the City. The intent of private setback areas, as set forth in section 4.2 of this Community Plan, are for use by adjacent individual residential dwelling units and building occupants.
- **Relationship to Park Land and Park Facilities:** All new residential developments are subject to the City of Fremont's Park Land Dedication or In-lieu fee and the Park Facilities Improvement or In-lieu fee for the purpose of providing citywide park facilities. Only facilities that meet the City's Park criteria and development standards as established in the Park and Recreation Element of General Plan may be eligible for park fee credits. The above listed requirements for residential private open space do not count towards the Park Land or park facilities requirement.

4.8 CAR AND BIKE PARKING / LOADING AND SERVICING

Parking strategies are intended to accommodate expected demand, while fostering a pedestrian focused, transit-oriented district. In order to encourage walking and transit use, transit oriented development standards have been applied to projects within a half-mile radius of BART. Visibility of parking structures and light emitted from them is restricted to reduce the visual and physical presence and impact of parking facilities on the pedestrian environment. Every reasonable effort must be made to reduce the adverse impact of loading and servicing facilities on the quality of the pedestrian environment.

- Parking Location:** All off-street, structured parking that fronts a public street must be lined with a minimum of 18 feet of occupied habitable space at the ground floor between the parking area and exterior wall of the building (Fig. 4.10). All other frontages must visually screen the interior from the exterior under day lighting and night lighting conditions. Industrial and Research & Development uses outside of a half-mile radius of BART are exempt.
- Off-Street Parking:** The number of off-street parking spaces shall not exceed the maximum ratios listed in Figure 4.17 Off-Street Parking. No parking minimums are required except for Assembly uses as indicated in Figure 4.17 Off-Street Parking.
- Unbundled Parking:** Off-street parking spaces for residential uses shall be located in a central location designed to support multiple uses or multiple units.
- Parking Entrances:** Vehicular entrances and exits to parking facilities shall have a maximum linear width of 11 feet parallel to the street if accommodating one direction of travel, and maximum linear width of 22 feet parallel to the street if accommodating both an exit and entrance at one opening. Entrances and/or exits that are shared with loading and service access may be 12 feet wide when accommodating one-way traffic and 24 feet wide when accommodating two-way traffic.
- Open Surface Parking:** Open surface parking areas must be limited to no more than 20 percent of total site area for any particular project.
- Exposed Parking Decks:** Parking decks and surface parking areas that are exposed and open to the sky shall use paving materials with a solar reflectance index of at least 29 and shall provide shade for 50% of the exposed parking area. Built shade structures must also have a solar reflectance index of at least 29 or be covered with solar collectors.
- Shared Facilities** Multiple buildings within the same block should share off-street loading facilities and service areas.



LAND USE	MAXIMUM VEHICLE PARKING SPACES
Industrial	3 spaces/1,000 sf
Research & Development	
Office & Convention	
Retail & Entertainment	
Hotel	1 space/guest room
Residential	Within 1/4 mile of the BART station - 2.0 spaces/unit through December 31, 2019, 1.5 spaces/unit after December 31, 2019
	Outside 1/4 mile of the BART station - 2.0 spaces/unit
School	1 space/employee

NOTE: Assembly Use must have a minimum of 1 parking space per 5 seats
 Figure 4.17 Maximum Vehicle Parking Spaces



LAND USE	SHORT TERM (visitor)	LONG TERM (tenant)	SUPPORT FACILITIES
Non-Residential Uses	4 spaces plus 5% of required automobile parking for visitors	1 space plus 5% of required automobile parking for tenants/occupants	1 shower per gender/ changing facility per 100 employees
Residential Buildings with shared parking facilities	4 spaces plus 0.10/unit	2 spaces plus 0.50/unit	n/a
Residential Buildings with an individual private garage	4 spaces plus 0.10/unit	n/a	n/a

Figure 4.18 Minimum Bicycle Standards

- **Combined Entries** Where reasonably feasible off-street loading entrances and exits should be combined with automobile parking access.
- **Bicycle Parking:** Off-street bicycle parking must be provided for new buildings in the minimum quantities listed in Figure 4.17, Maximum Vehicle Parking Spaces. Research & Development, Office & Convention, Retail & Entertainment, Residential and School uses must provide Class I bicycle parking for residents and employees. All other non-residential uses and all visitor bicycle parking may be provided as Class II bicycle parking.
- **Support Biking:** The number of shower and changing facilities must meet the sum of the requirements listed in Figure 4.18 Minimum Bicycle Parking. Shower and changing facilities in buildings within 600 feet of non-residential building entrances can be used to fulfill this requirement.
- **On-Street Loading Spaces:** On-street loading spaces may be used as regular vehicular parking spaces and scheduled for loading. On-street loading spaces must be sized to accommodate appropriate vehicles.
- **Off-Street Loading Spaces:** Individual off-street loading spaces shall have a maximum width of 10 feet and a maximum vertical clearance of 16 feet. Loading docks shall be screened, both architecturally and with landscaping to minimize visibility from the street and neighboring buildings.
- **Loading Access:** A maximum of one curb cut for loading and service is permitted every 600 LF of street frontage.
- **Loading Entrances:** Off-street loading entrances are restricted to a maximum linear width of 24 feet for combined entrance and exit areas.
- **Visual Impact:** Garage, loading and service entries areas must include either opaque or translucent garage door panels. Loading entries must be well lit at night and obscure views into loading areas under daylight and night light conditions.
- **Refuse Storage:** Storage of refuse containers should be accommodated inside the buildings, however, outdoor storage can be provided if adequately screened both architecturally and with landscaping. The locations should minimize visibility from the street and neighboring buildings. No storage is allowed in front of the building, adjacent to the street. All shall comply with Fremont's Waste Handling Guidelines.
- **Light Spillover** Parapet edges of the parking trays, including the roof, and screening around open surface parking areas must be higher than vehicle headlights in order to screen adjacent properties. All lighting for parking areas must have a low cut-off angle in order to prevent light from casting beyond the parking area boundary.

4.9 TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIES

All projects will be required to apply Transportation Demand Management (TDM) strategies in order to reduce vehicle traffic and parking demand per the Environmental Impact Report. There are a number of Transportation Demand Management (TDM) strategies which can be utilized to reduce vehicle traffic and parking demand. Using cost-effective TDM programs that encourage the use of alternative modes of transportation is often cheaper and more environmentally sustainable than providing additional roadway space or parking facilities. This Plan includes TDM implementation programs to reduce vehicle travel and parking demand.

- **Parking Policy:** Project developers shall demonstrate parking reduction strategies have been incorporated to reduce on-site parking demand by other methods, including, but not limited to:
 - Parking demand management strategies such as parking cash-out for employees and unbundled parking for residents; and
 - Vehicle trip reduction strategies, such as subsidized transit passes, car sharing programs, or free employee/visitor shuttle from BART.
- **Transportation Management Association (TMA):** As redevelopment progresses, the City will encourage the formation and management of a TMA, funded, if possible by development impact fees and required pro rata membership dues for new businesses based on number of customers and employees. It would be responsible for implementation of district-wide vehicle trip reduction strategies.
- **Subsidized Transit Passes:** New developments could provide subsidized transit passes to employees and residents. Residents and employees could be provided with a free “Clipper” smart card (formerly “TransLink”) and a specified monthly fare subsidy could be deposited on the card for use on BART, AC Transit, or other transit operators. The TMA could negotiate a “bulk discount” purchase with the Metropolitan Transportation Commission (MTC) and participating transit operators to maximize the amount of transit subsidy that can be feasibly provided to residents and employees.
- **Carsharing program:** Having a viable car-sharing program would allow commuters who are able to take transit to work to do so knowing that a car would be available if needed for work meetings or personal errands. New development projects may implement on-site car sharing program for use by their residents or employees. Alternatively, projects may contribute funds to the TMA to incentivize a car sharing operator with a district-specific or citywide program.

- **Free Shuttle Bus:** Individual developers or the TMA may provide a free shuttle bus that circulates in the area. The shuttle would be free for all passengers. Shuttle service would be as frequent as possible and provide direct access to major destinations including BART and ACE transit nodes. The purpose of the shuttle would be to supplement existing bus service to make it easier for transit passengers to access get around without a car.



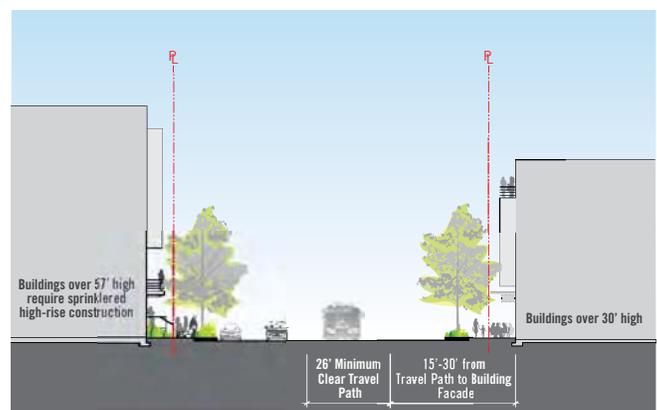
4.10 FIRE SAFETY REGULATIONS

The following abridged regulations for fire apparatus access roads and hydrants are set forth in the “City of Fremont’s Fire & Life Safety Requirements for Fire Department Access and Water Supplies” as amended, and they outline specific standards that shall be used for future developments. The below listed regulations are not exhaustive of Fire Code requirements. Comprehensive regulations are set forth in the California Fire Code, along with local amendments. During the initial design stage of a development project it is recommended to contact City Fire Department staff to discuss and review the proposed project and to obtain the latest version of the “City of Fremont’s Fire & Life Safety Requirements for Fire Department Access and Water Supplies”.

- **Distance from buildings:** Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet.
- **Dead end roads:** Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround.
- **Access roads – commercial:** Where buildings exceed 30 feet in height or three stories in height developments shall have at least three separate means of fire apparatus access. Buildings or facilities having a gross area of more than 62,000 square feet shall be provided with at least two separate means of fire apparatus access. Buildings up to 124,000 square feet provided with fire sprinklers may have a single access.
- **Multiple-family residential:** Where there are more than 100 multiple-family dwelling units, not less than two separate approved means of access shall be provided. Projects up to 200 dwelling units that are protected by approved residential sprinkler systems may have a single access. Projects having more than 200 dwelling units shall have two separate approved means of access regardless of whether they are equipped with fire sprinkler systems.
- **Aerial access:** Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.
- **Fire apparatus access:** Access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of any building or

portion of a building more than 30 feet in height. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the buildings, and shall be positioned parallel to one entire side of the building. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.

- **Remoteness:** Where two access roads are required, they shall be placed a distance apart equal to not less than one half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses.
- **Width and vertical clearance:** Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and an unobstructed vertical clearance of not less than 13 feet 6 inches. The fire apparatus roadway width is increased to 26 feet when building heights exceed 30 feet from the lowest level of fire department access.
- **Turnouts:** When any fire apparatus access road exceeds 400 feet in length, turnouts 10 feet wide and 30 feet long may be required by the fire code official. These distances may be adjusted based on visibility and light distances.
- **No parking signs:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface (26 feet where building heights exceed 30 feet), “No Parking” signs shall be installed on one or both sides of the roadway and in turnarounds as needed.
- **Grade:** Fire apparatus access roadway grades shall not exceed 15 percent. Intersections and turnarounds shall be level (maximum 5 percent) with the exception of crowning for water run-off.
- **Fire hydrant spacing:** For commercial and multi-family residential buildings or complexes, hydrants shall be spaced at 300-foot intervals. On-site water mains and hydrants shall be installed to maintain these intervals.



NOTE: This graphic is an illustrative example. Individual development proposals will vary and will be determined by the Fire Department.

Figure 4.19 Fire Accessibility for Buildings

4.11 BUILDING PERFORMANCE

A desired goal for building performance is building to reduce the use of energy and associated carbon emissions, reduce consumption of potable water, to control and regulate stormwater runoff and potentially recycle the water on site, to improve indoor environmental quality, and generally “future-proof” the buildings.

Building Energy Standards

Energy performance targets for buildings serve as a useful tool, setting a minimum standard of performance to mitigate their excessive energy use. Where an energy performance for buildings has been set, it is typically expected to meet the minimum performance criteria defined in the current energy standards used: Title 24 in California and ASHRAE 90.1 in most of the rest of the United States. They have essentially identical structure and methodology, relying on a comparison to a “theoretical” reference building performance, which can be restrictive, and can only be defined by energy modeling for each individual project.

Building design professionals can choose to either follow the relatively strict standards that prescribe minimum acceptable performance of crucial building parameters or they can choose to freely use any combination of building parameters, as long as it can be demonstrated through energy modeling that the design meets, or exceeds the established set of Energy Performance targets for Warm Springs/South Fremont, which are recommended to include a Building Energy Use Intensity target, while still complying with the California Building Codes.

The use of an Energy Intensity criterion for measuring building energy use also allows easy integration of Building Energy Labeling and comparisons. For Example: ASHRAE’s Building Energy Quotient program informs owners and operators, tenants and prospective buyers on the energy use of buildings, similar to a nutrition label on food, or miles per gallon ratings on cars. Simple indicators such as these establish fixed, straightforward and measurable energy performance targets can be used for not only designing a building, but also for clear and meaningful energy performance comparison of different buildings.

The benefits of building energy labeling are:

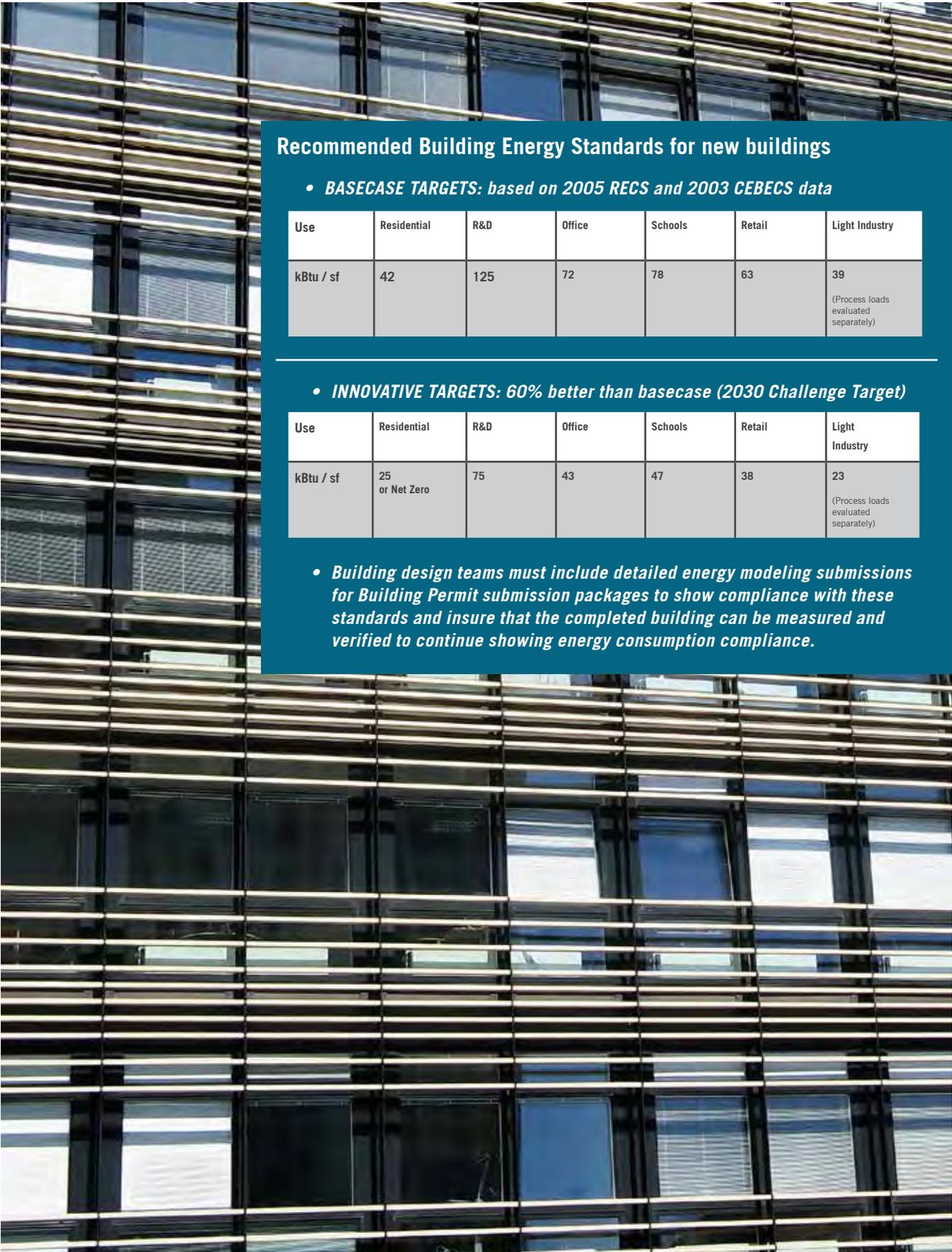
- Known building energy performance can be meaningfully compared on a building by building basis.
- They help with building management quality control and provides a competitive educational aspect.
- Reflects builder/develop commitment to continuous improvement.
- Educates consumers about comparative building energy performance.

California Energy Context

California is one of the most stringent building energy code jurisdictions in the United States. The State of California Title 24 Energy Standards currently result in building energy use that is approximately 10% less than the current ASHRAE 90.1 Standard. This means that California, as one of the “leading edge States”, will require new buildings to use 10% less energy than the ASHRAE 90.1-2013 Standard for all new building designs starting in 2014.

Sustainability Standard

New buildings must meet 2013 California Green Building Standards Code and are encouraged to achieve LEED 2012 Gold level sustainable building target related to: Sustainable Sites, Water Efficiency, Energy and Atmosphere and Materials and Resources.



Recommended Building Energy Standards for new buildings

• **BASECASE TARGETS:** based on 2005 RECS and 2003 CEBECS data

Use	Residential	R&D	Office	Schools	Retail	Light Industry
kBtu / sf	42	125	72	78	63	39 <small>(Process loads evaluated separately)</small>

• **INNOVATIVE TARGETS:** 60% better than basecase (2030 Challenge Target)

Use	Residential	R&D	Office	Schools	Retail	Light Industry
kBtu / sf	25 or Net Zero	75	43	47	38	23 <small>(Process loads evaluated separately)</small>

• **Building design teams must include detailed energy modeling submissions for Building Permit submission packages to show compliance with these standards and insure that the completed building can be measured and verified to continue showing energy consumption compliance.**

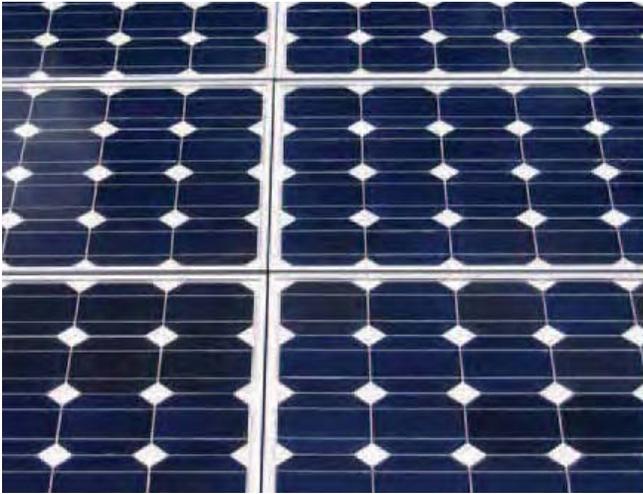
ENERGY CONSERVATION

Buildings currently make up a major portion of regional energy consumption and therefore are responsible for a substantial amount of the Bay Area's greenhouse gas emissions. At the same time, access to reliable energy sources is becoming more scarce. The ability for districts and buildings to adapt to these major changes will become more critical. An ongoing goal of energy efficiency will enable all building types to accept and adapt to these changes. The following recommendations will help buildings to reduce energy consumption, promote renewable energy production, adapt to future energy sources and to reduce greenhouse gas emissions.

- **High Performance Envelopes:** To help meet or exceed Title 24 evolutionary standards for both new residential and commercial buildings, the design and construction of high-performance building envelopes is critical. Walls, roofs and floors should be insulated to exceed the requirements of the California Code of Regulations, Title 24. There should be a maximum of 40% glazing. Additional glazing in excess of this allowance must be compensated by improved glazing and wall performance. Clear, insulated glazing and low-conductivity window frames are especially useful in admitting sunlight while minimizing heat loss.
- **Energy Dashboards:** Increasing awareness of energy consumption is the first step towards conservation. Energy dashboards are encouraged to be installed in all buildings to help occupants monitor their electrical and natural gas usage in real time.
- **Lighting and Appliance Efficiency:** A minimum of Tier 1 energy-efficient lighting and appliances should be installed in new construction.
- **Heat Recovery Ventilation:** Considerable energy savings may be achieved with heat recovery in the central ventilation systems of both new residential and non-residential buildings. Rather than venting warm exhaust air outside, heat in the exhaust stream could be captured and used to preheat incoming air.
- **Air Source Heat Pumps:** Non-residential buildings can benefit from air source heat pumps that take outside air and use it either as a heat source or a heat sink by transferring the temperature to the heating or cooling system in the building.
- **Exterior Lighting:** Exterior lighting efficiency can be greatly improved by using lighting to either light emitting diodes (LED), high pressure sodium (HPS), or other energy-efficient technology.



ENERGY PRODUCTION



Alternative and on-site energy production is intended to further reduce energy consumption, peak energy demand on the local power grid and ultimately greenhouse gas emissions. Projects are recommended to target a minimum of 10% of their total estimated site energy consumption through renewables (which could include PV, wind turbines, as described below, or other renewable technology).

- **Photovoltaics:** Photovoltaic panels (PV) could generate a substantial portion of the site's overall electrical demand. While PG&E has a relatively clean energy profile compared to other power companies in terms of greenhouse gas emissions, on- or off-site renewable energy like PV produces no carbon and reduces line loss caused by lengthy distribution lines.
- **Wind Turbines:** There are two types of wind turbines: Horizontal Axis and Vertical Axis Wind Turbines. Vertical Axis (VAWT) turbines should be considered because their revolution is unidirectional, which allows for operation on sites where the wind flow is volatile and better protects against bird strikes.
- **Cogeneration:** Domestic hot water could be heated from cogeneration: a process in which heat is produced as a by-product from an engine creating electricity. It is an effective strategy to reduce electrical consumption from the grid and ultimately reduces overall greenhouse gas emissions. Fueled by natural gas, cogeneration systems can generate electricity more cleanly than the conventional power plants providing electricity to the grid. While various types of small cogeneration units could be used to supply each building individually, a centralized cogeneration option is best suited to a district heating approach.
- **District Energy System:** A district energy system is a more efficient infrastructure for space heating and domestic hot water that will help further reduce greenhouse gas emissions and provide opportunities to implement centrally-located, innovative new energy saving technologies at various points in the future. While a district energy system fed by natural gas fired boilers has minimal energy savings and greenhouse gas emission reductions, those savings and reductions are further improved when alternative thermal systems such as cogeneration are connected to the district energy system. There are two configurations that could be considered for district energy: an energy loop with either one centralized plant or a number of decentralized plants, or micro-centralized plants within individual buildings or blocks.



WATER CONSERVATION

It is imperative to implement smart planning and design techniques that are focused on conservation of potable water and that pursue strategies for identifying and capitalizing on alternative sources of water. The following recommendations are proposed for all buildings in order to minimize water use and only use potable water where absolutely necessary to conserve diminishing regional water supplies.

- **Low-Flow Fixtures and Appliances:** The use of high-performance water fixtures is recommended in order to reduce water consumption and lower the demand on the water supply.
- **Recycled Water:** Recycled water, or reclaimed water, is former wastewater that has been treated to remove solids and impurities through multiple stages of treatment. In California, recycled water must also meet the stringent health standards of Title 22 relating to tertiary recycled water, developed by the California Department of Public Health. The California Dual Plumbing Code establishes statewide standards for installing both potable and recycled in order to minimize water use and only use potable water where absolutely necessary to conserve diminishing regional water supplies. The new code is effective Jan. 11, 2011. Website address: <http://www.water.ca.gov/recycling/Dual-PlumbingCode/>
- **Grey Water:** Wastewater generated from domestic sources such as sinks, showers, and laundry machines compose 50-80% of all wastewater produced. Under-the-counter systems could be installed to direct wastewater from bathroom sinks to adjacent toilets for flushing. Laundry facilities using nontoxic biodegradable detergents could also be connected to cisterns for irrigation.
- **Rain Water:** Rainwater could be captured in cisterns to supply water for irrigation to public open spaces during the dry summer and fall seasons.
- **Reduce Wastewater:** Treating all stormwater on-site and by installing low-flow fixtures, which reduces the volume of water consumed, would reduce the amount of wastewater entering the storm sewer system.
- **Low Impact Development:** Collecting stormwater runoff from roofs and streets through a combination of low impact development (LID) techniques such as bioswales, ponds, rain-gardens, and other biofiltration systems would reduce water consumption and off-site stormwater runoff.



WASTE REDUCTION



The following recommendations are intended to reduce waste and divert as much material from landfills as possible to help conserve resources, reduce greenhouse gas emissions and preserve natural ecosystems.

- **Waste Separation:** Reducing waste is one of the easiest strategies for reducing greenhouse gas emissions. Garbage, recycling and organics collection services are required for all commercial and residential properties. Separate receptacles for recyclables and compost must be provided at all collection locations.
- **Education and Awareness Program:** An education and awareness program is required to inform workers and residents of the City's recycling and composting programs, and increase awareness of the importance of separating materials.
- **Technology:** Where feasible, the City will support new technologies to improve waste reduction, recycling and resource recovery programs for materials.
- **Design:** Requirements for waste management facilities are in the City's Waste Handling Guidelines document.

5

IMPLEMENTATION

5.1 IMPLEMENTATION STRATEGIES AND ACTIONS

GENERAL

- Adoption of this Community Plan and corresponding Zoning ordinance revisions by City Council.
- Complete Bridge Feasibility Study / Concept Design, secure funding and build bridge to connect BART station to west properties.
- Work with major landowners to subdivide large properties into appropriate-sized development parcels and street grids.
- Allocate allowable land uses, mixes and densities for individual development parcels.
- Establish the street-type hierarchy and confirm the location of the street grid network.
- Confirm the distribution of the pedestrian, bicycle and transit networks.

ECONOMIC

- Continue to support the 2014 Alameda County Measure B sales tax initiative to ensure critical funding for a number of improvements important to the development of the Warm Springs Community Plan area.
- Ensure that the backbone infrastructure needed for the Warm Springs/South Fremont Community Plan area is included in the City's impact fee programs, including transportation, parks and utility systems.
- Encourage up-front investment in backbone infrastructure by continuing to allow fee credits against citywide development impact fees.
- Integrate reimbursement options into the citywide development impact fee to allow for reimbursements of any uncredited infrastructure investments by early developers in Warm Springs/South Fremont infrastructure with the fee payments of later developers.
- Consider the formation of appropriate Mello-Roos Community Facilities Districts (CFD), where requested by developers, to help developers finance new infrastructure and facilities or as a requirement to provide gap financing.
- Track State legislation related to current and potential funding sources and financing mechanisms, for they offer appropriate and usable financing tools.

TRANSIT

- Work with the appropriate public / private partners to establish the route and frequency of a potential shuttle route and agree to a phased implementation strategy for expanding the route as new development occurs.
- Work with the local transit agency (AC Transit or VTA) to develop enhanced and expanded local bus routes as the BART station comes on-line and as new development occurs.

STREETS AND TRANSPORTATION

- Complete I-680/Mission Boulevard Interchange improvements.
- Complete I-680/Auto Mall Parkway Interchange improvements.
- Complete I-880/Fremont Boulevard Interchange improvements.
- Complete new traffic signals at key intersections as the new street network develops.
- Complete the upgrade of Kato Road to a public complete street.

PEDESTRIANS AND BICYCLES

- Complete the BART access bridge over the UPRR tracks into the westside of the new BART station.
- Consider providing a new bike and pedestrian crossing over I-880.
- Provide pedestrian improvements on key pedestrian corridors.
- Provide consistent sidewalks and crosswalks on all roadways and intersections.
- Improve pedestrian signal timings as street network develops.
- Install protected bike lanes on certain streets.
- Install two-way bike lanes on Kato Road.
- Install sharrows on all neighborhood street as street network develops.
- Implement bike-sharing program.
- Complete bicycle improvements at the Fremont Boulevard/I-880 interchange as the street network develops.

PARKING

- Negotiate shared parking policies with BART.
- Implement shared parking policies amongst land-uses as development occurs.
- Provide car sharing opportunities.

PRECEDENCE

- With any conflicts between the Community Plan and the corresponding Warm Springs Innovation District zoning, the zoning chapter shall take precedence.

5.2 ZONING

LAND USE

Planning Areas

Areas that are created to provide specific land-use mixes. Categorization and mapping will need to be incorporated with current zoning and administrative procedures, or those procedures will require modification.

Land Use Mix

Land Use Mix categorization will need to be incorporated into the current land use classification system through the creation of a new land use designation.

LAND USE STANDARDS

Minimum Intensity

Minimum density and FAR requirements will have to be incorporated into the current zoning ordinance. The probable solution of this issue is to configure the use intensities as ranges, all with a minimum and maximum, even if zero or unlimited. This will help ensure consistency throughout the ordinance.

Minimum and Maximum Site Areas

This issue will require the city to implement a tracking system for the incremental development and its affect on the overall mix of uses both in large developments and across the entire district. The city should adopt a methodology for modifying the minimums and maximums based on ongoing success of the district.

MASTER PLANS

The city should implement a tracking and enforcement system for ensuring master plans are executed as planned, while also considering market and economic forces. In these particular scenarios future performance is critical to initial approval so tracking is imperative.

STREET NETWORK

Street Plan/Block Sizes

A generally acceptable method is to regulate maximum block sizes specific to planning areas. Special attention should be paid to definition of blocks and rights-of-way. Additional flexibility can be attained through provisions for variations in right-of-way definitions.

Street Assemblies

There are no conflicts with street assembly requirements and the current zoning ordinance.

SITE DESIGN**Setbacks**

There are no conflicts with the general setback and building orientation recommendations and the current zoning ordinance. Recommend charts and graphic representation be incorporated into the current zoning ordinance to address these issues.

Active Use

There are no conflicts with the general active use recommendations and the current zoning ordinance.

Height Plan

Recommend incorporating a district-wide height plan to regulate building heights into the zoning ordinance.

Bulk and Massing

Recommend incorporating diagrams and performance criteria for building bulk and massing into the zoning ordinance.

PARKING AND LOADING**Off Street Parking**

Recommend incorporating off street parking requirements into the zoning ordinance. Diagrams and performance criteria should be incorporated as well.

Bike Sharing and Storage

Recommend incorporating bike sharing and storage requirements into the zoning ordinance. Diagrams and performance criteria should be incorporated as well.

Car Sharing

Recommend incorporating car sharing requirements into the zoning ordinance. Diagrams and performance criteria should be incorporated as well.

Loading

Recommend incorporating loading requirements into the zoning ordinance. Diagrams and performance criteria should be incorporated as well.

GENERAL COMMENTS**Diagrams**

Recommend the city adopt a more graphic approach in the zoning ordinance, adopting many of the graphics provided in the Community Plan.

APPENDIX

APPENDIX 1

GENERAL PLAN GOALS AND POLICIES FOR CHAPTER 1

The following selection of policies and goals from the City of Fremont General Plan are relevant to the vision and principles for Warm Springs / South Fremont Community Plan

- **Goal 2-3: Complete Neighborhoods.** Compact, walkable, and diverse neighborhoods, each with an array of housing types and shopping choices, with parks, schools, and amenities that can be conveniently accessed by all residents.
- **Policy 2-3.8: Location of Higher Density Housing.** Generally locate new higher density housing in Priority Development Areas and the TOD Overlay where there is good access to transit, proximity to local-serving commercial uses, and proximity to collector or arterial streets. Conversely, the City should discourage the use of developable sites with these attributes for new low employee intensity or low value land uses.
- **Goal 4-1: City Form and Identity.** A stronger, more memorable civic identity, shaped by well-kept neighborhoods, distinctive centers and work places, attractive transportation corridors, high-quality public spaces, and the scenic natural backdrop of Fremont's hills and shoreline.
- **Policy 4-1.1: Elements of City Form.** Recognize the basic elements of city form – community plan areas, neighborhoods, centers, corridors, employment districts, and open spaces – as the features that contribute to and define Fremont's sense of place. Ensure that land use and transportation decisions, including design review, zoning, capital improvements, and development approvals, improve the visual qualities of these features and strengthen their identity as distinct places.
- **Policy 4-1.7: Strengthen Identify Through Planning.** Conduct planning for Community Plan Areas of Fremont as a way to strengthen the sense of place and identity of various parts of the city and recognize the different histories and physical features of the communities that make up Fremont. Where appropriate, community plans should include design guidelines that express the desired qualities of centers, corridors, and neighborhoods.
- **Policy 4-1.10: Neighborhood Barriers.** Seek urban design, planning, and capital improvement solutions for minimizing physical barriers that divide the community such as railroad tracks, freeways, wide arterials, and flood control channels. Ensure that land use decisions and transportation projects do not divide neighborhoods or create unnecessary barriers within established neighborhoods.
- **Goal 4-5: City Beautiful.** Protection and enhancement of Fremont's aesthetic and visual character.
- **Goal 6.1: A Dynamic Local Economy.** Create and sustain a dynamic local economy that attracts investment, increases the tax base, generates public revenues, creates employment, provides recreational, shopping and service opportunities for residents, and maintains a balance of jobs and housing.
- **Policy 6-1.1: Increasing the Tax Base.** Encourage economic development that generates sales tax, property tax, and other revenues that help sustain municipal services.
- **Policy 11-10.1: South Fremont as an Employment Center.** Support the continued development of South Fremont as a major employment center. Future development in this area should enhance the city's tax base, create jobs for Fremont residents, maximize economic opportunities to be created by the new BART station, and contribute to the city's overall quality of life.
- **Policy 11-10.2: South Fremont - Warm Springs BART Station.** Develop the area around the future Warm Springs BART station with high-intensity land uses that promote the use of BART and encourage walking or bicycling to and from the station.
- **Policy 11-10.3: Innovation as a Community Design Theme.** Promote the concept of "innovation" as a development theme around the South Fremont - Warm Springs BART station.
- **Policy 11-10.7: Connecting South Fremont.** Improve linkages through South Fremont to better connect the Warm Springs District and the Irvington District. This could include additional sidewalks, bicycle trails, greenways, changes to the street system, and other improvements that enhance north-south connectivity.

GENERAL PLAN GOALS AND POLICIES FOR CHAPTER 2

The following selection of policies and goals from the City of Fremont General Plan are relevant to the land use plan section for Warm Springs / South Fremont Community Plan

- **Policy 2-1.7: Becoming a More Transit-Oriented City.** Plan for Fremont’s transition to a community that includes a mix of established lower-density neighborhoods and new higher-density mixed-use neighborhoods with access to high-quality transit. Transit-oriented development (TOD)—or the placement of higher density uses around transit facilities—should be recognized as the key strategy for accommodating Fremont’s growth in the next 20-25 years. TOD can achieve multiple objectives, including reduced dependence on single passenger autos, environmental sustainability, reduced greenhouse gas emissions and energy use, enhanced public health (by encouraging walking and improving air quality), a stronger sense of place, mixed income neighborhoods, higher transit ridership, and more fiscally efficient and responsible use of land. Based on the analysis performed as part of the General Plan, approximately two-thirds of Fremont’s household growth and one-third of its employment growth between 2010 and 2035 will occur within one-half mile of an existing or future BART station, or the ACE train station.
- **Policy 2-1.8: Mixed-Use Emphasis.** Encourage mixed-use development combining residential and commercial uses in transit-oriented development areas and also in selected commercial areas as indicated on the General Plan Land Use Map. Mixed use is encouraged in these areas to increase vitality and activity, provide housing opportunities, and advance sustainable development principles.
- **Policy 2-1.10: Pedestrian Scale.** Create a more pedestrian-oriented environment in Fremont’s City Center, its five Town Centers, and the other Transit-Oriented Development areas shown on the General Plan Land Use Map. These areas should be characterized by:

 - Convenient and continuous sidewalks, crosswalks, and walkways;
 - Easy access to transit;
 - Comfortable outdoor spaces for pedestrian use; and
 - Parking that is located in structures or in shared lots to the rear of buildings rather than between buildings and the streets they face.
- **Policy 2-1.11: Infill Emphasis.** Focus new development on under-developed or “skipped over” sites that are already served by infrastructure and public streets. Strongly discourage, and where appropriate prohibit, the conversion of open space or underdeveloped land on the fringes of Fremont to urban uses. All of the growth projected for Fremont over the next 20-25 years is anticipated take place within the existing urbanized area. By growing more compactly, the City can preserve its hills and Baylands as open space.
- **Policy 2-2.2: Integrating Land Use and Transportation Choices.** Ensure that land use decisions consider the characteristics of the transportation network, including road capacity, the quality of the streetscape, and the availability of public transportation and other modes of travel. In the context of the General Plan, “mixed use” refers to housing with commercial uses, rather than office/retail, industrial/office, or other combinations of uses. There are two principal forms of mixed use. “Vertical” mixed-use refers to multi-story projects where residential uses are located above ground floor commercial space. “Horizontal” mixed-use usually refers to projects where commercial and residential uses occupy the same site, but in different buildings.
- **Policy 2-2.3: Sustainable Development and Building.** Incorporate sustainability into land use planning decisions and procedures to the greatest extent feasible.
- **Goal 2-4: Centers and Corridors.** Distinctive, vibrant centers and corridors that accommodate housing, commerce, shopping, services, civic activities, entertainment, and culture.
- **Policy 2-4.4: Scale of Commercial Development.** Relate the intensity of commercial development to transportation capacity. More intense commercial uses and correspondingly higher FARs should generally be located within convenient walking distance of transit stations,

particularly the Fremont BART station and proposed stations at Warm Springs and Irvington.

- **Goal 2-5: Employment Districts.** Strengthen Fremont as a major regional job center, a health care and professional office hub, a preferred location for technology, research, and development, and home to a diverse mix of businesses and industries.
- **Policy 2-5.1: Land Supply and Job Growth.** Maintain an industrial land supply that is adequate and suitable for the continued growth of the City's core industries, including computer and communications manufacturing, biotechnology, green technology, logistics/distribution, and emerging technologies. The City should capitalize on its proximity to Silicon Valley, regional transportation facilities, and educated and skilled work force to create opportunities for job growth.
- **Goal 3.2: Reducing Vehicle Miles Traveled.** Improve mobility in Fremont while reducing the growth of vehicle miles traveled.
- **Policy 3-2.1: Coordinating Land Use and Transportation.** Support land use choices and transportation investments which reduce the necessity of driving and create a community that is more walkable and serviceable by public transportation. Land use decisions should recognize the opportunities and constraints presented by the city's transportation system, including road capacity, transit availability, and pedestrian and bicycle mobility.
- **Policy 3-2.2: Reducing Vehicle Trips through Land Use Choices.** Support new forms of development that reduce the number of vehicle trips generated as compared to traditional suburban development. This includes live-work development, mixed use development (reducing the need to drive to services), and higher density development around transit stations (reducing the need to own and/or use a vehicle).
- **Policy 4-1.5: Employment Districts.** Shape Fremont's employment districts into model workplaces for the 21st Century. The character of the City's workplaces should contribute to Fremont's economic development objectives, and enhance the overall image of the City, and reflect the innovative and progressive technology found in Silicon Valley. Workplaces should be both attractive and functional.
- **Policy 4-3.14: Planned Districts.** Allow Planned Districts (PDs) as a way to achieve design excellence and innovation and to respond to site constraints and natural features.
- **Policy 6-1.6: Jobs-Housing Balance.** Support economic growth that provides quality employment opportunities in order to balance Fremont's jobs with its housing supply, resulting in a more sustainable City.
- **Goal 6-3: A Diverse Mix of Industrial and Technology Uses.** Support and promote a diverse mix of industrial and technology uses to provide jobs and tax revenues for the community.
- **Policy 6-3.1: Diverse Industrial and Technology Uses.** Provide for a variety of industrial uses to minimize the impact of industry-specific downturns on the local economy, to provide a range of job opportunities for local residents, and to provide opportunities for synergy between various industries.
- **Policy 6-3.2: Attracting Emerging Growth Industries.** Recruit and retain emerging growth (industries with significant employment and performance potential) industries in order to increase employment opportunities for a wide range of skill levels and salaries to meet current and future employment, with an emphasis on industries such as high tech, biotech and clean tech that seek to locate in Silicon Valley.
- **Policy 11-10.5: South Fremont Community Facilities.** Provide for the community facilities necessary to support the level and type of expected growth in the South Fremont - Warm Springs area. This could include schools, neighborhood parks, community centers, public safety facilities, and similar public uses.
- **Policy 11-11.7: Land Use Compatibility.** Continue to regulate and monitor industrial activities west of Warm Springs Boulevard to avoid and mitigate the potential for land use conflicts and/or safety hazards in the residential areas east of Warm Springs Boulevard.

GENERAL PLAN GOALS AND POLICIES FOR CHAPTER 3

The following selection of policies and goals from the City of Fremont General Plan are relevant to the public realm and transportation section for Warm Springs / South Fremont Community Plan

- **Policy 2-9.1: Thoroughfares as Multi-use Corridors.** Enhance the role of Fremont’s major thoroughfares as multi-use corridors that connect the city and enhance civic identity. Fremont’s corridors should contribute to a more compact pattern of development, be designed to encourage transit use and reduce vehicle miles traveled, provide comfortable walking and bicycling environments, and project a positive image of the city. Corridors can help Fremont achieve a more compact development pattern because they are often the best locations for higher-density mixed use development. Many corridors contain underutilized commercial sites and are well served by the local bus system. Accommodating development here reduces the pressure on built-out residential areas, while at the same time bringing new life and creating a stronger identity along the city’s thoroughfares.
- **Goal 3-1: Complete Streets.** City streets that serve multiple modes of transportation while enhancing Fremont’s appearance and character.
- **Policy 3-1.1: Complete Streets.** Design major streets to balance the needs of automobiles with the needs of pedestrians, bicyclists, and transit users. Over time, all Fremont’s corridors should evolve into multi-modal streets that offer safe and attractive choices among different travel modes.
- **Policy 3-1.3: Transit-Friendly Street Design.** As appropriate, apply street design and development standards that require transit-supportive facilities such as bus stop curb extensions, bus shelters, benches, lighting, sidewalks, and convenient access to bus stops.
- **Policy 3-1.5: Improving Pedestrian and Bicycle Circulation.** Incorporate provisions for pedestrians and bicycles on city streets to facilitate and encourage safe walking and cycling throughout the city. Landscaping should reduce wind, provide shade, provide a buffer to adjacent roadways, and stimulate visual interest. Visually appealing, energy-efficient street lighting should be provided to ensure night-time safety.
- **Policy 3-1.7: Sidewalks.** Require the provision of sidewalks in all new development, including infill development and redevelopment, in order to eventually complete the City’s sidewalk network. Sidewalks shall be required on both sides of all public streets, except in hillside areas where a single sidewalk may be adequate. Sidewalks and direct pedestrian connections between uses should also be provided in parking lots.
- **Policy 3-2.3: Pedestrian Networks.** Integrate continuous pedestrian walkways in Fremont’s City Center, Town Centers, residential neighborhoods, shopping centers, and school campuses. Place a priority on improving areas that are not connected by the City’s pedestrian network, with the objective of making walking safer, more enjoyable, and more convenient.
- **Policy 3-2.4: Improving Bicycle Circulation.** Enhance bicycle circulation, access, and safety throughout Fremont, particularly in the City Center, the Town Centers, around existing and planned BART stations, and near schools and other public facilities. Barriers and impediments to bicycle travel should be reduced.
- **Policy 3-2.7: Transit Provisions in New Development.** Maximize access to public transit in new development along high-volume transit corridors and around BART stations. Buildings and pedestrian pathways in such areas should be sited and designed to facilitate transit use.
- **Goal 3.3: Accessibility, Efficiency and Connectivity.** Maximize the efficiency of the transportation network, and its ability to connect the city, minimize travel distances, and increase mobility for all residents.
- **Goal 3-4: Balancing Mobility and Neighborhood Quality.** A transportation system that balances speed and convenience with the desire to have walkable neighborhoods and an enhanced sense of place.
- **Policy 3-3.2: Street Connectivity.** Promote connectivity in the street network. Except where necessitated by topography, the use of dead-ends and cul-de-sacs shall be minimized, and the extension or preservation of a grid street pattern shall be encouraged. Additional street network connectivity (i.e., a “grid pattern”) should be created and existing gaps in the road, bike, and pedestrian networks should be closed.
- **Policy 4-1.4: Corridors.** Utilize Fremont’s major transportation corridors to connect the city, provide a sense of arrival and departure when traveling through different parts of Fremont, and create a positive impression of Fremont for persons using all modes of travel through

the city. The planning and design of corridors should reflect their varied functions and the desire to transform Fremont into a less auto-oriented, more pedestrian-friendly community.

- **Policy 4-2.3: Pedestrian Friendly Design.** Reduce greenhouse gas emissions by encouraging, and where appropriate requiring, pedestrian-friendly design. As new projects are developed and as existing development is rehabilitated or updated, incorporate features that make it easier to travel through Fremont without a car. These features could include (but are not limited to) wider sidewalks, crosswalks or crosswalk signals, narrower streets or curb “bulb-outs” at intersections to minimize the distance a pedestrian must walk to cross a street, varied paving materials, window transparencies (to enhance the experience of walking down a street), street trees, landscaping, benches, and mid-block connections to reduce trip lengths.
- **Policy 4-4.2: Activating the Street.** Promote the active use of public space, including sidewalks and plazas, in Fremont’s commercial centers. This can be achieved by placing active uses on the ground floor along key streets (or facing plazas or public spaces), and by designing outdoor spaces to accommodate dining, organized activities, and special events.
- **Policy 4-4.3: Streetscape Design.** Enhance the appearance of Fremont’s streetscapes through improvements such as landscaping, lighting, upgraded sidewalks, and installation of street furniture (benches, trash cans, kiosks, bicycle lockers, bus shelters, etc.). Streetscape improvements should improve the pedestrian experience, create stronger identity and visual cohesion, and contribute to the desired character of an area.
- **Policy 4-3.13: Common Areas and Open Spaces.** Include community gardens, rooftop decks, common areas, plazas, play areas and open spaces in higher density residential and mixed use projects. These areas shall be carefully and deliberately integrated into project design and sited as a prominent feature of development.
- **Goal 4-4: Public Space.** Streets, sidewalks, parks, plazas, civic buildings, and other public spaces that contribute to Fremont’s sense of place and visual quality.
- **Policy 4-4.1: Streets as Public Space.** Recognize the importance of streets as public space. Design guidelines, design review requirements, engineering standards, and capital improvement projects should aim to improve the visual quality of street space.
- **Goal 8-1: A Wide Range of Parks and Recreational Facilities.** Provide a wide range of parks and recreational facilities to reflect the community’s desire for a variety of recreational experiences
- **Policy 8-1.2: Acreage Standards for Park Acquisition and Development.** Acquire and develop park land using a standard of five (5) acres per one thousand (1000) residents.
- **Policy 8-1.4: Interesting Urban Spaces.** Develop civic parks, plazas and squares that provide interesting urban spaces in established districts and neighborhoods.
- **Goal 9-1: Public Facilities and Services.** A range of public facilities and services to meet the needs of Fremont residents.
- **Policy 9-1.2: Public Safety Facilities.** Ensure public safety facilities are added or expanded as necessary to keep pace with population growth and meet operational needs. Take into account the availability of both capital and operating funds when determining the timing of new and expanded facilities.
- **Goal 9-9: Educational Facilities.** Quality educational opportunities and facilities available to the community.
- **Policy 11-10.4: South Fremont Open Space.** Ensure that future development in the vicinity of the BART station includes provisions for open space. Plans for open space should recognize the needs of the local workforce as well as Fremont residents. Open space may include parks, plazas, courtyards, and other public gathering places, and should contribute to a sense of identity in the station area.
- **Policy 11-11.6: Public and Quasi-Public Facilities.** Provide additional public facilities in the Warm Springs area to address existing deficiencies, respond to projected needs, and create a stronger sense of community.
- **Policy 11-11.3: Improving Connectivity.** Improve north-south connectivity within the Warm Springs District by creating circulation alternatives to Warm Springs Boulevard, especially for bicycles and pedestrians.
- **Policy 11-11.5: Connecting Warm Springs to Central Fremont.** Enhance linkages between Warm Springs and Central Fremont through road improvements, pedestrian and bicycle improvements, and support for better transit service to and from the City Center.

GENERAL PLAN GOALS AND POLICIES FOR CHAPTER 4

The following selection of policies and goals from the City of Fremont General Plan are relevant to the site and building design section for Warm Springs / South Fremont Community Plan

- **Goal 3.7: Parking.** Parking that meets the needs of residents, workers, visitors, and shoppers in a way that is consistent with broader goals related to sustainability and community character.
- **Policy 3-7.3: Shared Parking.** Strongly encourage the concept of shared parking (and shared parking agreements) for land uses where the peak parking demand occurs at different times of the day, thereby reducing the aggregate number of spaces required.
- **Policy 3-7.4: Bicycle Parking and Storage Facilities.** Require the provision of secured bicycle parking at (or near) all new or substantially modified commercial or industrial development projects, education and recreational facilities, and BART Stations and transit centers. In commercial areas, bicycle parking may be consolidated in racks serving multiple businesses to create a cleaner and more attractive street appearance. At larger employment centers and BART Stations, lockers and showers should be encouraged to facilitate bicycle use.
- **Goal 4-3: Building Design and Site Planning.** Buildings and site plans that create great places of lasting value.
- **Policy 4-3.1: Design Excellence.** Promote architectural and design excellence as an essential and required component of building, open space and infrastructure projects.
- **Policy 4-3.2: Architecture and Identity.** Use architecture to reinforce the desirable design characteristics of an area, consistent with its heritage and the vision for its future as defined in the General Plan or in an area plan. Use architecture and public space to establish defining qualities when an area does not have a clear identity or urban form.
- **Policy 4-3.3: Commercial Building Design.** Design commercial building facades, windows, Signage, and lighting to create visual interest. Monolithic or window-less street-facing facades are strongly discouraged. In the Town Center and City Center areas, facades should help establish a continuous “street wall” (i.e., buildings constructed to the front setback). This creates a sense of enclosure that can enhance the pedestrian experience and create a stronger sense of place.
- **Policy 4-3.6: Industrial and Office Design.** Require office and industrial buildings, including both new and refurbished buildings, to incorporate best architectural design and site planning practices. Architectural creativity and innovation should be encouraged without compromising functionality. Consistent design quality should be required on all visible facades. Landscaping should be used to complement architecture, screen mechanical equipment and outdoor storage or service areas, and enhance overall aesthetic quality. As appropriate, site plans should incorporate measures to control lighting, noise, odors, vibration, hazardous materials, truck access and other potential impacts.
- **Policy 4-3.7: Massing and Scale.** Ensure that the massing and scale of new development, additions, and alterations reflect its context and compatibly with adjacent structures. Require transitions in scale where higher density development abuts lower density development. Overpowering contrasts in scale and height should be avoided by requiring taller buildings to step down or recess as they approach lower density areas. Consider privacy impacts on nearby side yards and back yards should be avoided through building design and orientation.
- **Policy 4-3.9: Multi-Family Residential Areas.** Design new multi-family housing in a way that creates attractive, quality living environments for a variety of household types and contributes to the overall visual quality of Fremont. Encourage the renovation of older multi-family buildings to more contemporary standards, so that such development contributes positively to community character.
- **Policy 4-3.11: Well Designed Sites.** Ensure that sites are designed in context and relationship to surrounding uses and landscapes; and that they include pedestrian connections with clear definition of building locations, parking lots, landscaped areas and other features included on the site. Ensure the street to building relationship is

in context with the scale, setback, form and height of adjacent buildings.

- **Policy 4-3.12: Parking Lot Location.** Ensure that parking lots are not the prominent feature of a building as seen from its street-facing elevation, particularly in strategically urban areas. Parking lots should be located to the side and/or rear of buildings rather than in the front. In other areas, if parking is appropriate in front of a building, ensure that it is screened by landscaping.
- **Policy 4-4.4: Directional and Wayfinding Signage.** Encourage and maintain high-quality, clearly legible Signage throughout the City. Signage should help travelers navigate and understand the city, and should help unify and define centers, corridors and neighborhoods.
- **Policy 4-4.5: Private Signage.** Ensure that building signs, property identification signs, and other forms of signage on private property contribute positively to visual character. Signage should be architecturally compatible with associated structures, and design for energy-efficiency, durability, and quality.
- **Policy 4-4.6: Lighting.** Lighting shall be restrained and targeted to its purpose to protect dark skies, reduce glare and glow and promote sustainability. Ensure that the lighting of exterior spaces, including streetlights and building illumination, contributes to the overall quality of public space. Lighting should be used to improve safety and nighttime visibility, as well as to reinforce the character of corridors, centers, and neighborhoods. Variations in lighting should help define street function, highlight important intersections, and define edges and activity centers.
- **Policy 4-5.1: Buffering and Screening.** Provide visual buffers or screening between adjacent uses which are potentially incompatible, such as industrial and residential uses. Buffers may consist of streets, setbacks, open space, landscaping, building design, reductions in height and bulk, and other site planning methods which minimize the impacts of a particular use on its neighbors. On a smaller scale, activities on individual development sites which could detract from the visual quality or enjoyment of a property – such as mechanical equipment and trash collection areas – should be appropriately screened and buffered.
- **Policy 4-5.10: Public Art in Private Development.** Encourage private developers to incorporate artwork, such as sculpture, fountains, murals, or other visual displays, into their projects.
- **Policy 10-9.1: Crime Preventive Design.** Apply site and building design techniques and standards that are intended to deter criminal activity in new development and redevelopment projects.

GENERAL PLAN GOALS AND POLICIES FOR CHAPTER 5

The following selection of policies and goals from the City of Fremont General Plan are relevant to the infrastructure section for Warm Springs / South Fremont Community Plan

- **Goal 9-3: Water, Sewer and Flood Control.** Water, sewer and flood control systems that meet community needs and are efficient and environmentally friendly.
- **Goal 9-4: Gas and Electricity.** Natural gas and electric infrastructure that meet the needs of new development.
- **Goal 9-6: Solid Waste Diversion.** Waste diversion maximized with the long-term objective of eliminating landfill waste.
- **GOAL 10-6: Hazardous Materials and Waste:** Minimum feasible risks to life, property and the environment resulting from the use, storage, transportation and disposal of hazardous materials
- **Policy 10-6.1: Hazardous Material Regulation:** Maintain sufficient regulation of land use and construction to minimize potential health and safety risks associated with future, current or past use of hazardous materials in Fremont.
- **Implementation 10-6.1.A: Land Use Evaluation:** Periodically evaluate and update existing land use designations and regulations to minimize risks associated with hazardous materials.
- **Policy 10-6.2: Sensitive Receptors:** Prohibit locating new residential uses or other sensitive receptors in areas which could be exposed to unacceptable health and safety risks resulting from hazardous materials.
- **Implementation 10-6.2.A: Proximity to Hazardous Materials Users:** Assess risks related to development or other sensitive and environmental receptors are considered within or in proximity to an industrial area with hazardous materials users. Maintain land use regulations that maintain adequate separation between uses.
- **Policy 10-6.3: Remediation:** Encourage site investigation and cleanup on properties where contamination is likely.
- **Implementation 10-6.3.A: Environmental Site Assessments:** Require environmental site assessments for past use of hazardous materials on potential development sites where contamination could reasonably have occurred and a change in use is proposed. Require appropriate clean-up of contaminated sites prior to development.
- **Implementation 10-6.3.B: Regulatory Agency Coordination:** Collaborate with regulatory agencies to facilitate identification and clean-up of hazardous materials of properties with known or suspected contamination.
- **Implementation 10-6.3.C: Existing Hazard Remediation** Facilitate remediation of existing known hazards, such as contaminated soils and clean-up of leaking or abandoned underground storage tanks.
- **Policy 10-6.4: Hazardous Waste Management Plan:** Comply with State law requiring adoption of a Hazardous Waste Management Plan.
- **Implementation 10-6.4.A: County Plan as City Plan:** Maintain the Alameda County Hazardous Waste Management Plan as the City's Plan.
- **Policy 10-6.5: Hazardous Material Oversight:** Maintain sufficient oversight regarding the storage, transport and handling of hazardous materials within the City.
- **Implementation 10-6.5.A: Hazardous Material Enforcement:** Enforce the provisions of the City's Fire and Building Codes, Certified Unified Program Agency (CUPA) elements and related Hazardous Materials Ordinances.
- **Implementation 10-6.5.B: Hazardous Material Monitoring on SR-84:** Monitor and maintain the ban on transport of hazardous materials on Highway 84 through Niles Canyon.
- **Implementation 10-6.5.C: Truck Route Review:** Periodically review and evaluate the City's truck routes to ensure minimum possible risk to the community from the transport of hazardous materials on City streets. See also Policy 3-6.2 in the Mobility Element regarding Truck Routes.
- **Policy 10-6.6: Hazardous Material Disclosure:** Proper disclosure and management by employers that use hazardous materials to disclose risks to employees and nearby residents.
- **Implementation 10-6.6.A: Disclosure and Emergency**

Action Plans: Require employers and businesses to submit Hazardous Material Disclosure statements and Emergency Action Plans for use in the event of a spill, release or incident.

- **Policy 10-6.7: Emergency Action Plan:** Maintain City Emergency Action Plans and sufficient response capability to respond to a hazardous material emergency.
- **Implementation 10-6.7.A: Hazardous Material Emergency Response:** Respond to hazardous materials related emergencies according to the guidelines in the Hazardous Materials Area Plan.
- **Implementation 10-6.7.B: Hazardous Material Emergency Training:** Provide appropriate training and preparation for a hazardous materials emergency within City departments.

APPENDIX 2

Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Air Quality/Greenhouse Gases					
<p>MM AIR-2a: To reduce fugitive dust (PM₁₀) emissions from construction activity, the following measures shall be implemented:</p> <ul style="list-style-type: none"> • Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences should be kept damp at all times. • Cover all hauling trucks or maintain at least two feet of freeboard. • Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas. • Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads. • Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (i.e., previously graded areas that are inactive for 10 days or more). • Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles. • Limit traffic speeds on any unpaved roads to 15 mph. • Replant vegetation in disturbed areas as quickly as possible. • Suspend construction activities that cause visible dust plumes to extend beyond the construction site. • Post a publicly visible sign(s) with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations. 	Notes on construction plans; Site inspection	During construction	City of Fremont		
<p>MM AIR-2b: To reduce exhaust emissions from off-road construction equipment, the following measures shall be implemented:</p> <ul style="list-style-type: none"> • The developer or contractor shall provide a plan for approval by the City or BAAQMD demonstrating that heavy-duty off-road vehicles to be used in the construction project, including owned, leased, and/or subcontractor vehicles, shall meet or exceed United States Environmental Protection Agency Tier 3 off-road emissions standards when more than five pieces of off-road diesel equipment with a horsepower greater than 70 per piece of equipment would operate on one day. The plan shall include quantification of air pollutant emissions demonstrating that the project would not exceed the BAAQMD’s thresholds of significance for project construction. • Clear signage at all construction sites will be posted indicating that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were onsite or adjacent to the construction site. • The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors). • Properly tune and maintain equipment for low emissions. 	Notes on construction plans; Site inspection	During construction	City of Fremont		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
<p>MM AIR-4: Prior to issuance of building permits for any sensitive receptor use (e.g., residential areas, elementary school, daycare centers, etc.) that would be developed pursuant to the Community Plan, the applicant shall prepare and submit plans to the City of Fremont that demonstrates the use of air filtration with a minimum efficiency reporting value (MERV) of 13 or greater. The approved plan shall be incorporated into the development.</p>	Approval of plans	Prior to issuance of building permits for any sensitive receptor use (e.g., residential areas, elementary school, daycare centers, etc.) that would be developed pursuant to the Community Plan	City of Fremont		
Biological Resources					
<p>MM BIO-1a: Prior to grading or any other ground disturbing activity, a qualified biologist shall conduct a survey for burrowing owls to determine if suitable burrows (greater than 3.5 inches diameter) are present in and adjacent to the area of ground disturbance. Surveys shall be conducted consistent with the procedures in outlined in the "California Department of Fish and Wildlife 2012 Staff Report on Burrowing Owl Mitigation."</p> <p>If burrowing owl(s) are observed onsite during the pre-construction clearance survey, consultation with CDFW shall occur to determine the next appropriate steps. Additional focused surveys may be warranted as determined by CDFW to determine the quantity and location of nesting/migrating burrowing owls. Areas currently occupied by burrowing owls shall be avoided for the duration of residing onsite and/or nesting period. If burrowing owls cannot be avoided by the proposed project, then additional measures such as passive relocation during the non-breeding season may be utilized to reduce any potential impacts. Burrow exclusion involves the installation of one-way doors in burrow openings during the non-breeding season to temporarily exclude burrowing owls, or permanently exclude burrowing owls and close burrows after verifying burrows are empty by site monitoring and scoping. Existing or artificial burrows situated less than 75 meters from the project site is the ideal scenario for successful passive relocation. Additional factors for successful passive relocation are included in the California Department of Fish and Wildlife 2012 Staff Report on Burrowing Owl Mitigation. When a qualified biologist is able to determine that burrowing owls are no longer occupying the project site and passive relocation deemed successful, construction activities may continue.</p>	Submittal of surveys	Prior to grading or any other ground disturbing activity	City of Fremont		
<p>MM BIO-1b: Prior to any tree or vegetation removal during the nesting season (February 1 through August 31), a qualified biologist shall conduct a nesting bird survey to identify any potential nesting activity. If passerine birds are found to be nesting, or there is evidence of nesting behavior within 250 feet of the impact area, the biologist shall determine an appropriate buffer that shall be required around the nests. No vegetation removal or ground disturbance would occur within this buffer. For raptor species—birds of prey such as hawks and owls—this buffer would generally be 500 feet. A qualified biologist shall monitor the nests closely until it is determined that the nests are no longer active, at which time construction activities may commence within the buffer area. Construction activity may encroach into the buffer area at the discretion of the biological monitor. Tree or vegetation removal activities that occur outside of the nesting season (September 1 through January 31) are not subject to the requirements of this mitigation measure.</p>	Submittal of documentation; Notes on construction plans; Site inspection	During construction activities	City of Fremont		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Cultural Resources					
<p>MM CUL-1a: Prior to issuance of grading or building permits for development on vacant or unbuilt parcels within the Community Plan area, a qualified archaeologist shall undertake a field survey of the proposed project site following State Historic Preservation Officer guidelines associated with Phase 1 archaeological surveys. The results of the survey, a list of prehistoric discoveries made (if any), and proposed mitigation measures, must be incorporated into the conditions of approval for the development proposal.</p>	<p>Submittal of documentation; Notes on construction plans; Site inspection</p>	<p>During construction activities</p>	<p>City of Fremont</p>		
<p>MM CUL-1b: If potentially significant cultural resources are encountered during subsurface earthwork activities for the project, all construction activities within a 50-foot radius of the find shall cease until a qualified archaeologist determines whether the resource requires further study. The applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be evaluated for significance in accordance with California Environmental Quality Act (CEQA) criteria by a qualified archaeologist and, if significant, recorded on appropriate California Department of Parks and Recreation forms. Potentially significant cultural resources consist of but are not limited to stone, bone, glass, ceramics, fossils, wood, or shell artifacts, or features including hearths, structural remains, or historic dumpsites. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also conduct appropriate technical analyses, prepare a comprehensive report and file it with the appropriate Information Center, and provide for the permanent curation of the recovered materials.</p>	<p>Submittal of documentation; Notes on construction plans; Site inspection</p>	<p>During construction activities</p>	<p>City of Fremont</p>		
<p>MM CUL-3: If the proposed project involves excavation activities at depths of more than 10 feet below ground surface, prior to issuance of grading permits, the project applicant shall retain a qualified paleontologist to prepare and submit a paleontologic mitigation monitoring program to the City of Fremont for review and approval. The program shall at a minimum contain the following elements: (1) require monitoring by a qualified paleontologist of excavation activities below 10 feet; (2) empower monitor(s) to temporarily halt or divert equipment to allow removal of abundant or large specimens; and (3) identify steps for fossil salvaging. For the latter item, salvaged specimens shall be appropriately preserved, including curation of specimens into an established, accredited museum repository with permanent retrievable paleontologic storage, as appropriate. At the conclusion of monitoring, the paleontologist shall prepare and submit a report of findings to the City of Fremont with an appended, itemized inventory of specimens and confirmation of the curation of recovered specimens into an established, accredited museum repository. This mitigation measure does not apply if excavation activities are limited to no more than 10 feet below ground surface. The monitoring requirements set forth in this mitigation measure do not apply if an applicant submits documentation prepared by a qualified cultural resources professional to the City of Fremont as part of the grading permit application demonstrating that paleontological resources are not present under the ground surface, subject to peer review by the City.</p>	<p>Submittal of documentation; Notes on construction plans; Site inspection</p>	<p>During construction activities</p>	<p>City of Fremont</p>		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
<p>MM CUL-4: In the event of the accidental discovery or recognition of any human remains, all activities shall cease within 50 feet of the find and the following procedures shall be implemented, as applicable:</p> <ol style="list-style-type: none"> 1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the Alameda County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the County Coroner determines the remains are Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the “most likely descendant” (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. 2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the MLD or on the project site in a location not subject to further subsurface disturbance: <ul style="list-style-type: none"> • The NAHC is unable to identify an MLD or the MLD failed to make a recommendation within 48 hours after being notified by the NAHC. • The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner. 	<p>Submittal of documentation; Notes on construction plans; Site inspection</p>	<p>During construction activities</p>	<p>City of Fremont</p>		
Geology, Soils, and Seismicity					
<p>MM GEO-1: Prior to issuance of the first building permit for each development pursuant to the Community Plan, the project applicant shall submit a design-level geotechnical report to the City of Fremont for review and approval. The design-level investigation shall be prepared in accordance with California Building Code Standards and Fremont Municipal Code standards and address the potential for seismic hazards to occur onsite and identify abatement measures to reduce the potential for such an event to acceptable levels. The recommendations of the approved design-level geotechnical report shall be incorporated into the project plans.</p>	<p>Approval of plans</p>	<p>Prior to issuance of the first building permit for each development pursuant to the Community Plan</p>	<p>City of Fremont</p>		
Hazards and Hazardous Materials					
<p>MM HAZ-1: Prior to issuance of building permits for any new use within the Community Plan area that proposes to use large quantities of hazardous materials, the City of Fremont shall review the project application for compatibility with existing and planned land uses. The review process shall focus on the location of existing and planned sensitive receptors (e.g., residential uses and schools) and whether the proposed hazardous material usage would expose such uses to unacceptable safety risks. If necessary, the City shall condition the proposed hazardous materials user to incorporate appropriate protection measures, subject to the review and approval of any regulatory agencies with jurisdiction and using approved methods in accordance with all applicable federal, state and local rules. Such mitigation measures may include, but not be limited to: setbacks, walls, earthen berms, building orientation, building ventilation shutdown system devices, and building materials that can withstand the effects of hazardous materials release (such as blast, fire, etc.).</p>	<p>Approval of plans</p>	<p>Prior to issuance of building permits for any new use within the Community Plan area that proposes to use large quantities of hazardous materials</p>	<p>City of Fremont</p>		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
<p>MM HAZ-2a: Prior to issuance of a building permit for a proposed project pursuant to the Community Plan, the project applicant shall submit a hazardous materials risk analysis to the City of Fremont for review and approval. The risk analysis shall incorporate information from the plan area Hazardous Materials User Study or a site-specific risk analysis performed by a qualified professional and reflect the characteristics of the proposed residential use. The risk analysis shall describe potential hazardous materials incident risks and describe mitigation from the Hazardous Materials User Study or site-specific risk analysis that would protect future site users from those risks, subject to the review and approval of any regulatory agencies with jurisdiction and using approved methods in accordance with all applicable federal, state and local rules. Such mitigation measures may include, but not be limited to: setbacks, walls, earthen berms, building orientation, building ventilation shutdown system devices, and building materials that can withstand the effects of hazardous materials release (such as blast, fire, etc.). The mitigation shall be incorporated into the project plans.</p>	Approval of plans	Prior to issuance of a building permit for a proposed project pursuant to the Community Plan	City of Fremont		
<p>MM HAZ-2b: Prior to issuance of a building permit for a proposed project pursuant to the Community Plan, a Phase I Environmental Site Assessment (Phase I ESA) shall be prepared to American Society for Testing and Materials standards for the project. If the Phase I ESA identifies the potential for soil or groundwater contamination to be present at the site, a Phase II ESA shall be prepared by a qualified environmental professional.</p> <p>If contamination is identified during Phase I and II investigations, projects undertaken under the Community Plan shall incorporate any necessary measures to ensure that any potential added health risks to construction workers, maintenance and utility workers, site residents and workers, and the general public as a result of hazardous materials are reduced to a cumulative risk of less than one in one million for carcinogens and a cumulative hazard index of 1.0 for non-carcinogens, or as otherwise required by a regulatory oversight agency. The risk evaluation and any required response actions would be a condition of approval for construction, demolition, or grading permits and would be subject to review and/or approval by regulatory oversight agencies. These agencies could also require additional site investigation to more fully delineate the extent of contaminants of concern at the site. If extensive onsite excavation and/or soil off-haul is determined to be the appropriate response action for a site, additional CEQA review may be required to evaluate potential impacts for the response related to air quality, noise and traffic.</p>	Submittal of Phase I/II ESAs	Prior to issuance of a building permit for a proposed project pursuant to the Community Plan	City of Fremont		
<p>MM HAZ-2c: Hazardous building materials surveys shall be conducted by a qualified and licensed professional for all structures, not previously inspected or abated, proposed for demolition or renovation as part of a project undertaken under the Community Plan. All loose and peeling lead-based paint and asbestos-containing material shall be abated by certified contractor(s) in accordance with local, state, and federal requirements. All other hazardous materials shall be removed from buildings prior to demolition in accordance with California Department of Industrial Relations, Division of Occupational Safety and Health regulations. The completion of the abatement activities shall be documented by a qualified environmental professional(s) and submitted to the City for review with applications for issuance of construction and demolition permits.</p>	Submittal of hazardous materials building surveys	Prior to demolition or renovation for any structures	City of Fremont		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Hydrology and Water Quality					
<p>MM HYD-1a: Prior to issuance of grading permits for new development projects that that would disturb one or more acre of land within the Community Plan area, the City of Fremont shall verify that the applicant has prepared a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the requirements of the statewide Construction General Permit. The SWPPP shall be designed to address the following objectives: (1) all pollutants and their sources, including sources of sediment associated with construction, construction site erosion and all other activities associated with construction activity are controlled; (2) where not otherwise required to be under a Regional Water Quality Control Board permit, all non-stormwater discharges are identified and either eliminated, controlled, or treated; (3) site Best Management Practices (BMPs) are effective and result in the reduction or elimination of pollutants in stormwater discharges and authorized non-stormwater discharges from construction activity; and (4) stabilization BMPs installed to reduce or eliminate pollutants after construction are completed.</p> <p>The SWPPP shall be prepared by a qualified SWPPP preparer. The SWPPP shall include the minimum BMPs required for the identified risk level. BMP implementation shall be consistent with the BMP requirements in the most recent version of the California Stormwater Quality Association Stormwater Best Management Handbook-Construction or the Caltrans Stormwater Quality Handbook Construction Site BMPs Manual.</p> <p>The SWPPP shall include a construction site monitoring program that identifies requirements for dry weather visual observations of pollutants at all discharge locations, and as appropriate, depending on the project risk level, sampling of site effluent and receiving waters. A qualified SWPPP practitioner shall be responsible for implementing the BMPs at a project site. The practitioner shall also be responsible for performing all required monitoring, BMP inspection, and maintenance and repair activities.</p> <p>In addition to the SWPPP requirement, each development project implemented under the Community Plan shall fully comply with the City of Fremont Grading, Erosion, and Sediment Control Ordinance (Chapter 18.205) and Stormwater Management and Discharge Control Ordinance (Chapter 18.210).</p>	Approval of SWPPP; Notes on construction plans	Prior to issuance of grading permits for new development projects that that would disturb one or more acre of land within the Community Plan area	City of Fremont		
<p>MM HYD-1b: Prior to issuance of building permits for new development projects within the Community Plan area, the City of Fremont shall verify that the project applicant has prepared operational stormwater quality control measures that comply with the requirements of the current Municipal Regional Permit. Responsibilities include, but are not limited to, designing BMPs into project features and operations to reduce potential impacts to surface water quality and to manage changes in the timing and quantity of runoff (i.e., hydromodification) associated with operation of the project. These features shall be included in the design-level drainage plan and final development drawings. Specifically, the final design shall include measures designed to mitigate potential water quality degradation and hydromodification of runoff from all portions of completed developments.</p> <p>New development under the Community Plan shall incorporate site design and BMPs described in the current</p>	Approval of plans	Prior to issuance of building permits for new development projects within the Community Plan area	City of Fremont		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
<p>version of Alameda County Clean Water Program, C.3 Stormwater Technical Guidance manual. Low Impact Development (LID) features, including minimizing disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring, and/or biotreating stormwater runoff close to its source, shall be used at each development covered by the Municipal Regional Permit. Funding for long-term maintenance of all BMPs shall be specified (as the City will not assume maintenance responsibilities for BMPs within private developments). For each development project, the project applicant shall establish a self-perpetuating Operation and Maintenance of Stormwater Treatment Systems Plan (Municipal Regional Permit provision C.3.h). This plan shall specify a regular inspection schedule of stormwater treatment facilities in accordance with the requirements of the Municipal Regional Permit. Reports documenting inspections and any remedial action conducted shall be submitted regularly to the City for review and approval. In addition to the Municipal Regional Permit, each development project implemented under the Community Plan will fully comply with the City of Fremont Stormwater Management and Discharge Control Ordinance (Chapter 18.210).</p>					
<p>MM HYD-2: Prior to issuance of building permits for new development projects within the Community Plan area, the City of Fremont shall verify that the applicant has prepared a storm drainage and hydraulic study in accordance with City requirements. The storm drainage and hydraulic study shall quantify the increase in stormwater runoff peak flow rates and volumes resulting from the project, and identify the potential to exceed the conveyance and storage capacity of the local storm drainage system. The study shall incorporate the stormwater treatment controls and LID measures that will be designed to capture and treat runoff. The analysis shall verify whether the existing drainage infrastructure is adequate to receive and convey runoff from a project implemented under the Community Plan. If the findings of the analysis reveal that implementation of a proposed project would create runoff beyond the capacity of the existing stormwater drainage systems, the project shall be required to upgrade undersized components or adopt a different form of stormwater runoff management. Prior to approval of a proposed project, the final design drainage plans shall be reviewed and approved by the City of Fremont Public Works Department and the Alameda County Flood Control and Water Conservation District (ACFCWC). Any project that involves work within the ACFCWC right-of-way or that requires construction, modification, or connection to ACFCWC facilities shall obtain a Flood Encroachment Permit and shall comply with ACFCWC standards and specifications.</p>	Approval of study	Prior to issuance of building permits for new development projects within the Community Plan area	City of Fremont		
<p>MM HYD-3: Prior to issuance of grading permits for any new development project within the Community Plan area that involves dewatering, the City of Fremont shall verify that the applicant has consulted with Alameda County Water District (ACWD). Such consultation shall include evaluation of alternatives to dewatering when practicable to minimize the amount of dewatering, and to maximize the reuse of pumped groundwater when dewatering is not avoidable. In accordance with ACWD Ordinance No. 2010-01, a drilling permit shall be obtained prior to the start of the drilling of any exploratory borings or groundwater wells, or any excavations that have the potential to impact a groundwater aquifer. In compliance with the Replenishment Assessment Act, the project applicant shall meter all groundwater pumped and shall pay all applicable replenishment</p>	ACWD notification; Issuance of permit (if required)	Prior to issuance of grading permits for any new development project within the Community Plan area that involves dewatering	City of Fremont; Alameda County Water District		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
assessment fees. ACWD uses the fees to manage and replenish the Niles Cone Groundwater Basin and to recharge the basin through percolation in Alameda Creek and the adjacent recharge ponds in the Quarry Lakes Regional Recreational Area.					
<p>MM HYD-4a: Prior to the development of any property within the Community Plan area, the project applicant shall notify the ACWD. ACWD shall conduct a records and field search and provide a letter documenting the locations of any wells identified on the property. The project applicant shall either protect or properly destroy the well(s) before the start of construction activities.</p> <p>If a well is to be destroyed, the project applicant shall first notify ACWD. Well destruction shall be carried out in accordance with the standards of ACWD. If a well is to be protected, the project applicant shall submit a letter to ACWD identifying the well and explaining how the well will be protected during construction activities. A permit for inactive classification shall be obtained for protected wells that will not be used for a 12-month period. In accordance with ACWD Ordinance No. 2010-01, a drilling permit shall be obtained prior to the start of the drilling of exploratory borings or groundwater wells, or any excavations that may have the potential to impact groundwater resources.</p>	ACWD notification; Issuance of permit (if required)	Prior to the development of any property within the Community Plan area	City of Fremont; Alameda County Water District		
<p>MM HYD-4b: Prior to issuance of grading permits for any development projects at Leaking Underground Storage Tank (LUST) sites or Site Cleanup Program (SCP) sites, the applicant shall consult with ACWD or with the Regional Water Quality Control Board to identify measures to ensure that cleanup and investigation activities of the site are not interrupted by construction or dewatering activities. Any agency recommended measures shall be identified on construction plans.</p>	Notes on construction plans	Prior to issuance of grading permits for any development projects at LUST sites or SCP sites	City of Fremont; Regional Water Quality Control Board; Alameda County Water District		
<p>MM HYD-5: Prior to issuance of grading permits for any development project located within a 100-year hazard flood zone, the applicant shall prepare and submit building plans to the City of Fremont that demonstrate compliance with the City of Fremont Flood Damage Prevention Ordinance (Chapter 18.200). The Ordinance specifies the standards required for the construction of buildings in all areas of special flood hazards and requires that all new structures be at least one foot above the 100-year flood elevation. The standards include, but are not limited to, requirements for anchoring, construction materials and methods, elevation, and floodproofing. In addition, the standards state that no new construction or redevelopment shall occur in a FEMA designated 100-year flood zone unless certification by a registered professional engineer or architect is provided that shows that the activity would not result in an increase in flood levels during the occurrence of the base flood discharge. The project applicant shall also comply with Policy 10-3.1 of the City of Fremont General Plan, which requires that the cumulative effects of other encroachments onto the 100-year flood zone be considered in the analysis.</p>	Approval of plans	Prior to issuance of grading permits for any development project located within a 100-year hazard flood zone	City of Fremont		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Noise					
<p>MM NOI-1: The following measures shall be implemented as part of construction activities within the Community Plan area, in order to reduce the effects of noise levels generated from construction operations.</p> <ul style="list-style-type: none"> Construction operations and related activities within the plan area shall comply with the operational hour limitations for construction as outlined in the City of Fremont Municipal Code. For projects located within 500 feet of one or more residences, lodging facilities, nursing homes or inpatient hospitals, construction shall be limited to the weekday hours of 7:00 a.m. to 7:00 p.m. and the Saturday or holiday hours of 9:00 a.m. to 6:00 p.m., while Sunday construction is not allowed. For projects located beyond 500 feet of the facilities named above, construction hours shall be limited to the weekday hours of 6:00 a.m. to 10:00 p.m. and the weekend or holiday hours of 8:00 a.m. to 8:00 p.m.. The City of Fremont shall have the discretion to permit construction activities to occur outside of allowable hours if compelling circumstances warrant such an exception. Construction equipment and vehicles shall be fitted with efficient, well-maintained mufflers that reduce equipment noise emission levels at the project site. Internal combustion powered equipment shall be equipped with properly operating noise suppression devices (e.g., mufflers, silencers, wraps) that meet or exceed manufacture specifications. Mufflers and noise suppressors shall be properly maintained and tuned to ensure proper fit, function, and minimization of noise. Pumps that are not submerged and aboveground conveyor systems shall be located within acoustically treated enclosures. Portable and stationary site support equipment (such as generators, compressors, rock crushers, and cement mixers) shall be located as far as possible from nearby noise-sensitive receptors. Impact tools shall have the working area/impact area shrouded or shielded, with intake and exhaust ports on power equipment muffled or suppressed. This may necessitate the use of temporary or portable, application specific noise shields or barriers. Construction equipment shall not be idled for extended periods (e.g., 15 minutes or longer) of time in the immediate vicinity of noise-sensitive receptors. A disturbance coordinator shall be designated by the general contractor, which will post contact information in a conspicuous location near the entrance of the subject construction sites so that it is clearly visible to nearby receivers most likely to be disturbed. The coordinator shall manage complaints resulting from the construction noise. Reoccurring disturbances shall be evaluated by a qualified acoustical consultant retained by the project proponent to ensure compliance with applicable standards. 	Notes on construction plans; Site inspection	During construction	City of Fremont		
<p>MM NOI-2: Prior to issuance of building permits for any vibration sensitive uses within 200 feet of the Union Pacific Railroad centerline, the applicant shall retain a qualified acoustical/vibration consultant to perform a site-specific groundborne noise and vibration assessment. The assessment shall be prepared in accordance with Federal Transit Administration and Caltrans guidelines and identify whether the proposed uses would be exposed to excessive vibration. No vibration sensitive uses shall be located within 100 feet of the railroad centerline unless it can be demonstrated that such uses would not be exposed to excessive vibration. The recommendations of the assessment shall be incorporated into the development plans.</p>	Submittal of vibration assessment	Prior to issuance of building permits for any vibration sensitive uses within 200 feet of the Union Pacific Railroad centerline	City of Fremont		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
MM NOI-4a: Plans submitted for building and/or grading permits shall include an acoustical analysis that verifies that the project would meet applicable noise standards. Projects determined to have the potential to generate or expose noise-sensitive uses to noise levels exceeding the City of Fremont noise standards or result in a substantial (3 to 5 dB or greater) permanent increase in ambient noise levels shall include noise attenuation measures such as use of sound-rated door and window assemblies, mechanical ventilation, orientation of buildings away from roadways, sound barriers (walls or berms), or other methods to reduce noise levels to acceptable standards.	Approval of plans	Prior to issuance of building or grading permits	City of Fremont		
MM NOI-4b: Specific development of proposed land uses shall be designed so that onsite mechanical equipment (e.g., HVAC units, compressors, generators, etc) and area source operations (e.g., loading docks, parking lots, and recreational use areas) are located at the furthest distance from and/or shielded from nearby noise-sensitive land uses.	Approval of plans	Prior to issuance of building permits	City of Fremont		
MM NOI-4c: Loading, unloading and delivery areas of commercial and industrial uses shall be located so that buildings shield nearby noise-sensitive land uses from noise generated by loading dock and delivery activities. If necessary, additional sound barriers shall be constructed on the commercial sites to protect nearby noise-sensitive uses. Loading dock activity and delivery truck activity at the commercial uses developed within the Plan Area shall only occur between the hours of 7 a.m. and 10 p.m., in order to prevent evening and nighttime sleep disturbance at nearby noise-sensitive land uses.	Approval of plans	Prior to issuance of building permits	City of Fremont		
MM NOI-5a: Plans submitted for building and/or grading permits shall include an acoustical analysis that verifies that they project would meet applicable noise standards.			City of Fremont		
MM NOI-5b: Projects determined to have the potential to expose noise-sensitive uses to noise levels exceeding the City of Fremont noise standards shall incorporate site-specific design considerations to reduce exterior noise exposure levels. Site design includes, but is not limited to the following measures: <ul style="list-style-type: none"> Distances between noise sources and noise-sensitive uses shall be maximized through the use of noise buffers/setbacks. Setback areas can take the form of open space, frontage roads, recreational areas, storage yards, or other City approved setback. Common outdoor activity areas, such as play structures, swimming pools, or other outdoor congregation areas included in multi-family residential and/or mixed-use developments shall be located such that the building(s) serve as a sound barrier to the nearest predominant noise source whenever feasible. Noise barriers shall be constructed to provide shielding of noise-sensitive uses and outdoor activity areas. Barriers may include man-made walls, earthen berms, a combination of walls and berms, and other structures breaking line of sight from noise source to receptor. Barriers shall be located in close proximity to either the noise source or the sensitive receptor. A site-specific acoustical analysis shall be performed to determine noise level exposure, and determine effectiveness of various site design measures based on detailed project construction plans. The acoustical analysis shall verify that incorporation of the mitigation measures into the project design would reduce exterior noise level exposures to comply with applicable City of Fremont noise standards. 	Approval of plans	Prior to issuance of building permits	City of Fremont		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Transportation					
<p>MM TRANS-1a: Prior to issuance of the first certificate of occupancy for each individual development that occurs pursuant to the Community Plan, the project applicant shall submit a Transportation Demand Management (TDM) Program to the City of Fremont for review and approval. The TDM Program shall be prepared by a qualified transportation consultant/ engineer and identify TDM measures. (Note that applicants shall have the option of participating in a previously approved TDM Program in lieu of preparing a new one.) The TDM Program shall contain the following provisions:</p> <ol style="list-style-type: none"> 1) A goal of reducing AM peak-hour and PM peak-hour trips by a minimum of 20 percent. 2) Annual review (or more frequently if needed) to determine that it reflects the needs and priorities of residents, employees, tenants, etc. Changes shall be made on an as-needed basis in order to ensure that the TDM program can readily attain the 20 percent reduction goal. 3) Include but not be limited to the following measures: <ul style="list-style-type: none"> • Subsidized transit passes • Carsharing/Vanpool program • Guaranteed Ride Home via taxi vouchers or similar provisions • Preferential carpool parking • Parking cash-out programs 	Approval of TDM program	Prior to issuance of the first certificate of occupancy for each individual development that occurs pursuant to the Community Plan	City of Fremont		
<p>MM TRANS-1b: The City of Fremont shall implement the following improvements for the intersection of Mission Boulevard/Warm Springs Boulevard:</p> <ul style="list-style-type: none"> • Add a third eastbound left-turn lane. <p>This improvement would result in a third receiving lane at the northern leg of the intersection and require right-of-way acquisition. This mitigation measure may require amendment of the City's Capital Improvement Program.</p>	Installation of improvements	When monitoring determines that the intersection is approaching unacceptable operations during the AM or PM peak hour	City of Fremont		
<p>MM TRANS-1c: The City of Fremont shall implement the following improvements for the intersection of Grimmer Boulevard/Warm Springs Boulevard-Osgood Road:</p> <ol style="list-style-type: none"> (a) Add a second northbound through lane; (b) Convert the northbound shared right/through to a right-turn lane; (c) Add a second westbound through lane; and (d) Add a second eastbound through lane. <p>This mitigation measure may require amendment of the City's Capital Improvement Program.</p>	Installation of improvements	When monitoring determines that the intersection is approaching unacceptable operations during the AM or PM peak hour	City of Fremont		
<p>MM TRANS-1d: The City of Fremont shall implement the following improvements for the intersection of Auto Mall Parkway/Fremont Boulevard:</p> <ol style="list-style-type: none"> (a) Convert the southbound shared through/right-turn lane to a right-turn lane; (b) Add a southbound through lane; (c) Convert the westbound shared through/right-turn lane to a right-turn lane; (d) Add a westbound through lane; (e) Convert the northbound shared through/right-turn lane to a right-turn lane; 	Installation of improvements	When monitoring determines that the intersection is approaching unacceptable operations during the AM or PM peak hour	City of Fremont		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
<p>(f) Add a northbound through lane; and (g) Implement right-turn-on-red reduction to the westbound right turn.</p> <p>The TDM program contemplated by Mitigation Measure TRANS-1a would be required. This mitigation measure may require amendment of the City's Capital Improvement Program.</p>					
<p>MM TRANS-1e: The City of Fremont shall implement the following improvements for the intersection of Auto Mall Parkway/Osgood Road: (a) Add a second westbound through lane and converting the westbound shared through/right-turn lane to a right-turn lane; (b) Convert the southbound shared through/right-turn lane to a right-turn lane; and (c) Add a southbound through lane. This mitigation measure may require amendment of the City's Capital Improvement Program.</p>	Installation of improvements	When monitoring determines that the intersection is approaching unacceptable operations during the AM or PM peak hour	City of Fremont		
<p>MM TRANS-2a: The City of Fremont shall identify improvements for the intersection of Warren Avenue/Kato Road. The improvements shall consist of adding a second northbound left-turn lane. This mitigation measure may require amendment of the City's Capital Improvement Program. When monitoring determines that the intersection is approaching unacceptable operations during the AM or PM peak hour, the City of Fremont shall install the improvements.</p>	Installation of improvements	When monitoring determines that the intersection is approaching unacceptable operations during the AM or PM peak hour	City of Fremont		
<p>MM TRANS-2b: The City of Fremont shall identify improvements for the intersection of Fremont Boulevard/Old Warm Springs Boulevard. The improvements shall consist of (1) signaling the intersection; (2) converting the northbound shared through/right-turn lane to a right-turn lane; and (3) adding two northbound through lanes. This mitigation measure may require amendment of the City's Capital Improvement Program. When monitoring determines that the intersection is approaching unacceptable operations during the AM or PM peak hour, the City of Fremont shall install the improvements.</p>	Installation of improvements	When monitoring determines that the intersection is approaching unacceptable operations during the AM or PM peak hour	City of Fremont		
<p>MM TRANS-2c: The City of Fremont shall identify improvements for the intersection of Grimmer Boulevard/Paseo Padre Parkway. The improvements shall consist of (1) signaling the intersection; (2) converting the eastbound and westbound lanes to shared through/right-turn lane; and (3) adding a left-turn lane in the eastbound and westbound directions. This mitigation measure may require amendment of the City's Capital Improvement Program. When monitoring determines that the intersection is approaching unacceptable operations during the AM or PM peak hour, the City of Fremont shall install the improvements.</p>	Installation of improvements	When monitoring determines that the intersection is approaching unacceptable operations during the AM or PM peak hour	City of Fremont		
<p>MM TRANS-2d: The City of Fremont shall identify improvements for the intersection of Fremont Boulevard/Ingot Street/Innovation Way. The improvements shall consist of adding a third southbound through lane. This mitigation measure may require amendment of the City's Capital Improvement Program. When monitoring determines that the intersection is approaching unacceptable operations during the AM or PM peak hour, the City of Fremont shall install the improvements.</p>	Installation of improvements	When monitoring determines that the intersection is approaching unacceptable operations during the AM or PM peak hour	City of Fremont		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Utilities and Service Systems					
MM US-1: Prior to issuance of building permits for development projects that occur pursuant to the Community Plan, the City of Fremont shall require applicants to prepare and submit building plans that demonstrate that water efficient plumbing fixtures and irrigation systems are incorporated into project plans in accordance with Alameda County Water District guidelines. The approved plans shall be incorporated into each individual development project.	Approval of plans	Prior to issuance of building permits for development projects that occur pursuant to the Community Plan	City of Fremont		
MM US-4a: Prior to the issuance of demolition or building permits (which ever comes first), applicants within the Community Plan area shall submit a Construction and Demolition Debris Recycling Plan to the City of Fremont. The plan shall identify the procedures by which construction and demolition debris would be salvaged and recycled to the maximum extent feasible. The plan shall include proof that a construction and demolition debris recycler is under contract to the applicant to perform this work.	Approval of plan	Prior to the issuance of demolition or building permits (which ever comes first)	City of Fremont		
MM US-4b: Prior to the issuance of occupancy permits, project applicants within the Community Plan area shall submit a Recycling and Waste Reduction Plan to the City of Fremont identifying practices they and their tenants would implement during project operations that demonstrate at least 50 percent diversion. Operation recycling and waste reduction practices shall include but not be limited to: <ul style="list-style-type: none"> Contracting with one or more City-licensed commercial recycling providers to serve all project commercial uses. Recyclable materials collection containers shall be provided in common commercial tenant disposal areas and be equipped to accept aluminum, cardboard, glass, green waste, mixed paper, and plastic materials, and, where feasible, food scraps. Compliance with City of Fremont’s Waste Handling Guidelines. Installation of common recycling facilities in all multi-family residential uses. These facilities shall be equipped to accept aluminum, cardboard, glass, mixed paper, and plastic materials and contain signage clearly identifying accepted materials. Periodic notification of residents and commercial tenants about the location of recycling facilities and accepted materials. Installation of recyclable materials receptacles in public places. Recycling receptacles shall be of high-quality design and shall display signage clearly identifying accepted materials. Common commercial and residential disposal areas shall be designed with sufficient space to accommodate separate containers for solid waste, recyclables, organics, and—for restaurants—tallow, subject to approval of the franchise waste provider and City of Fremont. Plans should include adequate and safe access for solid waste and recycling vehicles to access and collect materials. 	Approval of plan; Site inspection	Prior to the issuance of occupancy permits	City of Fremont		

PROJECT TEAM

City of Fremont

Fred Diaz	City Manager
Jeff Schwob	Community Development Director
Kelly Kline	Economic Development Director
Jim Pierson	Public Works Director
Mark Danaj	Assistant City Manager
Kristie Wheeler	Planning Manager
Christina Briggs	Economic Development Manager
Norm Hughes	City Engineer
David Huynh	Transportation Engineer

Perkins + Will

Karen Alschuler	Principal-in-Charge
Prakash Pinto	Design Principal
Dennis Dornan	Senior Project Manager
Noah Friedman	Senior Urban Designer
Rui Song	Urban Designer

BKF Engineers, inc.

Dan Schaefer	Principal, Vice President
Eric Girod	Project Manager
Meghan Cronin	Project Engineer

First Carbon Solutions

Mary Bean	Principal Project Manager
Grant Gruber	Assistant Project Manager
Trevor Maciensi	Environmental Planner

Economic & Planning Systems, Inc.

James Musbach	Managing Principal
Teifion Evans	Vice Principal
Ashleigh Kanat	Project Manager

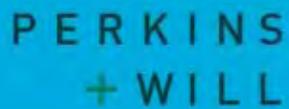
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Matt Haynes	Principal
Jane Bierstedt	Associate
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