

SECTION 2: PROJECT DESCRIPTION

This Environmental Impact Report (EIR) analyzes the potential environmental effects of the proposed Warm Springs/South Fremont Community Plan in Fremont, California.

2.1 - Project Location and Setting

2.1.1 - Location

The project site is located in the City of Fremont, Alameda County, California (Exhibit 2-1). The 879-acre plan area is generally bounded by Interstate 880 (I-880) (west); Auto Mall Parkway (north); Interstate 680 (I-680) (east); and Mission Boulevard (State Route 262 [SR-262]) (south) (Exhibit 2-2). The plan area is located on the Niles and Milpitas, California, United States Geological Survey 7.5-minute topographic quadrangle maps, Township 5 South, Range 1 West, Sections 11 and 14 (Latitude 37°30' 16" North; Longitude 121°56' 10" West).

2.1.2 - Existing Conditions

The Warm Springs/South Fremont Community Plan area is characterized by large-parcel developed and undeveloped commercial and industrial properties. Table 2-1 summarizes existing major development and land use activities within the plan area. Exhibit 2-5 depicts the planning area.

Table 2-1: Plan Area Existing Development and Land Use Activities

Planning Area*	Ownership	Location	Approximate Area	Land Use Activities
1	Amerco Real Estate/ 30 Industrial Partnership/ Quality Transport/ Northern California Industrial Portfolio	West of Fremont Boulevard/south of Grimmer Boulevard	48 acres	Developed Light Industrial
1, 3	Serra Corporation	Northeast corner of Grimmer Boulevard/ Fremont Boulevard	20 acres	Small Developed Office and Light Industrial; Mostly Undeveloped Land
2	Southern Pacific	East of Fremont Boulevard/south of Flood Channel	15 acres	Developed Light Industrial
2	Roberts & Robert/Inland American Stephens Timber Ventures LLC	North Grimmer Boulevard/west of Union Pacific Railroad	39 acres	Developed Light Industrial and Undeveloped Land
4,5	Union Pacific (north of Tesla)	Southeast corner of Grimmer Boulevard/ Fremont Boulevard	108 acres	Undeveloped Land
5	Lopes	South of Grimmer/ west of Union Pacific Railroad	8 acres	Rural Residential

Table 2-1 (cont.): Plan Area Existing Development and Land Use Activities

Planning Area	Ownership	Location	Approximate Area	Land Use Activities
5	Union Pacific	East of Tesla Auto Plant	50 acres	Rail Yard
6	Tesla Motors	East of Fremont Boulevard/west of Union Pacific Railroad	209 acres	Auto Manufacturing
6	Thermo Fisher Scientific/Union Pacific	East of I-880; North of Mission Boulevard; west of Union Pacific Railroad	52 acres	Thermo Fisher Scientific (under construction); undeveloped Land
7	Fremont Industrial Portfolio	Northeast corner of Grimmer Boulevard/Warm Springs Boulevard	9 acres	Developed Light Industrial
7	Scoffone Family LLC	Northwest corner of Grimmer Boulevard/Warm Springs Boulevard	34 acres	Developed Light Industrial and Undeveloped Land
8	BART	Southwest corner of Grimmer Boulevard/Warm Springs Boulevard	36 acres	Under Construction BART Station
9	Warm Springs Station LLC	Southeast corner of Grimmer Boulevard/Warm Springs Boulevard	36 acres	Undeveloped Land
10	Heng/Animated LLC/State Street Research	East of Warm Springs Boulevard; South of Warm Springs Station LLC	14 acres	Developed Light Industrial; Undeveloped Land
10	Sobrato Interests	East of Warm Springs Boulevard; north of Corporate Way	33 acres	Developed Light Industrial; Undeveloped Land
10	Murco Industrial Limited Partnership	West of Warm Springs Boulevard	12 acres	Developed Light Industrial
10	Mission Court Properties	Northwest corner of Warm Springs Boulevard/Mission Boulevard	35 acres	Developed Office and Commercial

Note:

* Planning Areas corresponds with areas shown on Exhibit 2-3. The table lists major property owners within each Area; not every property owner is listed.

Source: FirstCarbon Solutions, 2013.



Source: Census 2000 Data, The CaSIL, FCS GIS 2013.

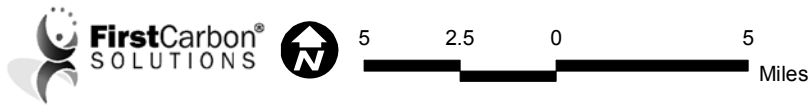


Exhibit 2-1 Regional Location Map



Source: ESRI Aerial Imagery.

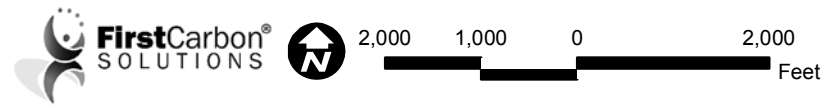


Exhibit 2-2
Local Vicinity Map
Aerial Base

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

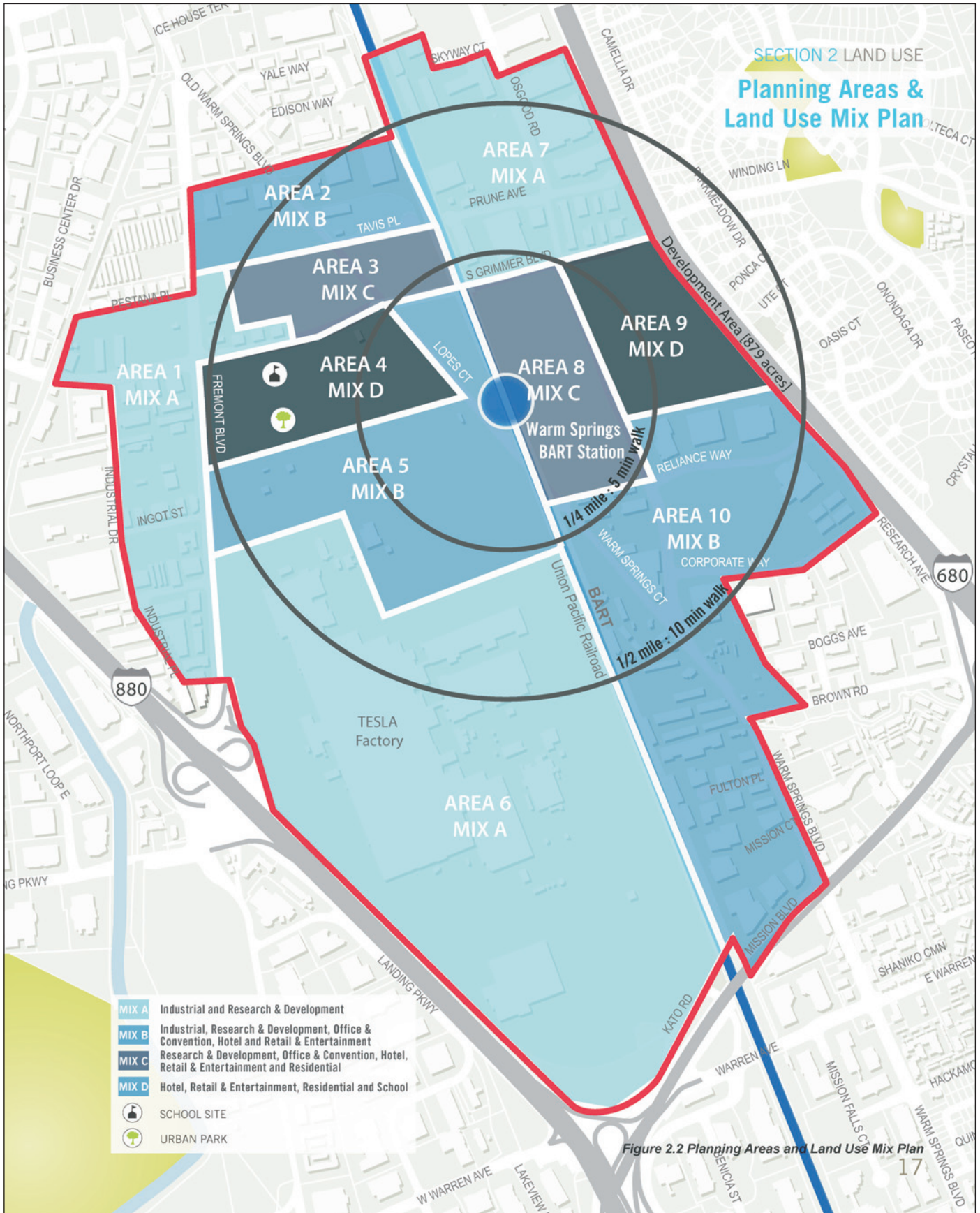


Figure 2.2 Planning Areas and Land Use Mix Plan

The most prominent land use within the plan area is the 5.4-million-square-foot Tesla Motors auto manufacturing plant, formerly known as New United Motors Manufacturing, Inc. (NUMMI). The plant grounds occupy approximately 209 acres. North and south of the plant are large undeveloped properties totaling 108 acres and 52 acres, respectively. Union Pacific Railroad owns the 108 vacant acres north of the Tesla Motors plant. Thermo Fisher Scientific recently purchased 22.3 acres to the south of Tesla and is constructing a 275,000-square-foot industrial design and manufacturing facility. Tesla recently purchased the remaining 29.7 vacant acres to the south of its facility.

The Warm Springs/South Fremont Bay Area Rapid Transit (BART) Station is under construction at the southwest quadrant of the South Grimmer Boulevard/Warm Springs Boulevard intersection. The station is projected to open in 2015 and would serve as the southern terminus of the BART system until the extension to San Jose (Berryessa) is completed, which is anticipated to occur in 2018.

The western and northern portions of the Community Plan area along Fremont Boulevard contain older industrial development. The northeastern portion of the Community Plan area along Osgood Road contains a mix of newer and older commercial and industrial uses. The southeastern portion of the Community Plan area contains newer research and development and industrial uses along Reliance Way and Corporate Way.

Large, undeveloped parcels are located in the center of the Community Plan area along the South Grimmer Boulevard corridor.

The Community Plan area is bisected by the Union Pacific Railroad Warm Springs and Milpitas Subdivisions—two parallel rail lines. The Warm Springs Subdivision is currently used for freight operations, while the Milpitas Subdivision ceased freight operations several years ago and is currently being converted to the BART alignment. The Warm Springs Rail Yard is located at the southern end of the Community Plan area, adjacent to the east side of the Tesla Motors plant. The Warm Springs Subdivision continues south through Milpitas and San Jose.

Major roadways serving the plan area include Fremont Boulevard, South Grimmer Boulevard, Warm Springs Boulevard/Osgood Road, and Mission Boulevard. Freeway access to I-880 is available at the Fremont Boulevard and Mission Boulevard interchanges. Freeway access to I-680 is available at the Mission Boulevard and Durham Road/Auto Mall Parkway interchanges.

Appendix I provides site photographs of the plan area.

2.1.3 - Surrounding Land Uses

West

I-880, a multi-lane freeway, and Fremont Boulevard serve as the western boundary of the plan area. West of the plan area are light industrial, office, and research and development uses.

North

Commercial retail, office, and research and development uses along the south side of Auto Mall Parkway form the northern boundary of the plan area. Further north are commercial, industrial, and residential uses.

East

I-680, a multi-lane freeway, serves as the eastern boundary of the plan area. East of the freeway are single-family residential uses.

South

Mission Boulevard (SR-262) and office/research and development uses form the southern boundary of the plan. South of the plan area are commercial, office, and medium density residential uses (apartments).

2.1.4 - Land Use Designations and Zoning

The plan area is designated Industrial-General, Industrial-Tech, and Public Facility, by the City of Fremont General Plan. The General Plan also designates the entire plan area as a Study Area. In addition, the various drainage channels are designated “Open Space-Resource Conservation/Public” by the General Plan. Most of the land uses within the plan area have a “Transit Oriented Development” overlay (uses within 0.5 mile of the future BART station). Table 2-2 summarizes the existing General Plan land use designations by major development site. Exhibit 2-4a depicts the existing General Plan land use designations.

The plan area is zoned I-G (General Industrial), I-R (Restricted Industrial), P-2000-268 (Planned District), and P-F (Public Facility). Land uses within 0.5 mile of the future BART station have a Transit Oriented Development overlay. In addition, the various drainage channels are zoned OS (Open Space), with certain areas within 100-year flood plains having an F (Flood) overlay designation. Table 2-2 summarizes the existing zoning designations by site. Exhibit 2-4b depicts the existing zoning designations.

Table 2-2: Existing General Plan and Zoning Designations

Planning Area	Site	City of Fremont General Plan	Fremont Zoning Ordinance
1	Amerco Real Estate/30 Industrial Partnership/Quality Transport/Northern California Industrial Portfolio	Industrial – General	G-I (General Industrial)
1	Reeves Ruth & RMB Management	Industrial – General	G-I (General Industrial)
1,3	Serra Corporation	Industrial – General	G-I (General Industrial)
2	Southern Pacific	Industrial – General	G-I (General Industrial)
2	Roberts & Robert/Inland American Stephens Timber Ventures LLC	Industrial – General	G-I (General Industrial)
4,5	Union Pacific (North of Tesla Motors)	Industrial – General	G-I (General Industrial)
5	Lopes	Industrial – General	G-I (General Industrial)
5	Union Pacific (Rail Yard)	Public Facility	G-I (General Industrial)
6	Tesla Motors	Industrial – General	G-I (General Industrial)

Table 2-2 (cont.): Existing General Plan and Zoning Designations

Planning Area	Site	City of Fremont General Plan	Fremont Zoning Ordinance
6	Thermo Fisher	Industrial – General	G-I (General Industrial)
7	Fremont Industrial Portfolio	Industrial – Tech	I-R (Restricted Industrial)
7	Scoffone Family LLC	Industrial – Tech	G-I (General Industrial)
8	BART	Public Facility	P-F (Public Facility)
9	Warm Springs Station LLC	Industrial – Tech	P-2000-268 (Planned District)
10	Heng/Animated LLC/State Street Research	Industrial – Tech	I-R (Restricted Industrial)
10	Sobrato Interests	Industrial – Tech	I-R (Restricted Industrial)
10	Murco Industrial Limited Partnership	Industrial – General	I-R (Restricted Industrial)
10	Mission Court Properties	Industrial – General	I-R (Restricted Industrial)
<p>Note: Planning Areas correspond with areas shown on Exhibit 2-3. Source: City of Fremont, 2013.</p>			

2.2 - Project Background

The Warm Springs/South Fremont area between I-880 and I-680 has historically supported industrial and commercial development, as well as associated rail facilities.

As stated above, the most notable land use within this area is the approximately 209-acre auto manufacturing facility currently owned by Tesla Motors and previously known as New United Motors Manufacturing, Inc. (NUMMI). Originally established in 1960 as a General Motors (GM) plant, the facility was shuttered in 1982 and then reopened in 1984 as a joint venture between GM and Toyota named NUMMI. NUMMI closed in 2010 and Tesla Motors—a manufacturer of electric vehicles—acquired the plant site later that year.

The auto plant strongly influenced surrounding development and land use activities, including having ownership in several parcels immediately north and south of the plant site, and being served by the adjacent Union Pacific Warm Springs Rail Yard. As such, many of the adjoining parcels consist of large, undeveloped blocks of land that abut the plant or the railroad.

As previously noted, the plan area is bisected by the Warm Springs and Milpitas Subdivisions—two parallel rail lines located within the same alignment. The Warm Springs Subdivision is actively used by Union Pacific for freight operations, while the Milpitas Subdivision has ceased freight operations and is currently being converted to the future BART alignment to San Jose.

With the arrival of both Tesla Motors and BART into the Warm Springs area, the City of Fremont seeks to guide the logical and orderly transition of the area from older industrial and commercial uses to contemporary Transit Oriented Development (TOD) commercial, research and development, and residential uses.

2.3 - Project Characteristics

2.3.1 - Proposed Project

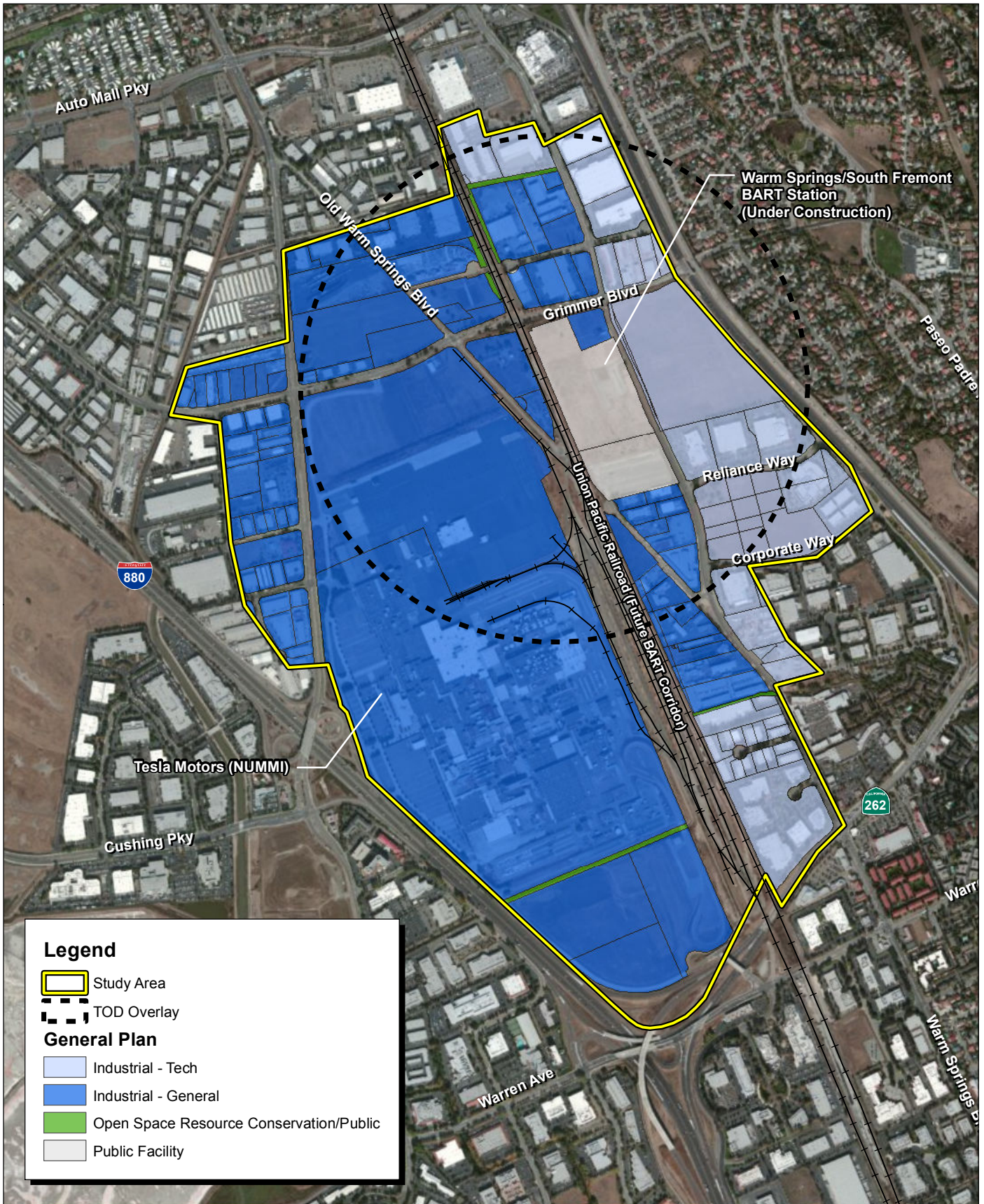
Overview

The City of Fremont adopted a comprehensive update of its General Plan in December 2011 that identified an approximately 879-acre area around the Warm Springs/South Fremont BART Station as a special Study Area and acknowledged it as a Priority Development Area (PDA). The City of Fremont General Plan calls for a Community Plan to be developed for this area. A PDA is a locally identified, in-fill development opportunity area within an existing community. They are generally areas of at least 100 acres where there is a local commitment to developing more housing along with amenities and services to meet the day-to-day needs of residents in a pedestrian-friendly environment serviced by transit. PDAs are encouraged by FOCUS, a regional development and conservation strategy that promotes more compact land use patterns for the Bay Area. Focus unites four regional planning agencies into a single program: the Association of Bay Area Governments (ABAG), the Metropolitan Transportation Commission (MTC), the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC).

In support of this Study Area designation, the City previously completed land use alternatives studies that considered the potential for job creation and looked at future work environments. The resulting vision from the studies was to create a place that supports and meets the needs of the modern workforce of the 21st century through a mix of uses that are supported by access to transit provided by the BART station. The City further expanded upon this work and its vision by inviting an Urban Land Institute (ULI) expert panel to visit the Study Area and provide a report of its feasibility and implementation as a plan supportive of an employment based TOD.

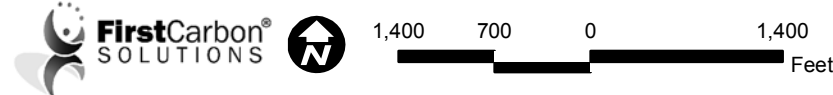
The City now proposes a Community Plan that would facilitate an employment based TOD around the new Warm Springs/South Fremont BART station. The proposed Community Plan establishes a land use plan, development regulations, design guidelines, and new zoning districts to guide future development within the plan area. The Community Plan is funded, in part, by MTC as part of the PDA Planning Grant program. The grant funds city-sponsored planning efforts for the areas around future transit stations. As the discussion of FOCUS implies above, these PDA plans are intended to address the range of transit-supportive features that are necessary to support high levels of transit ridership.

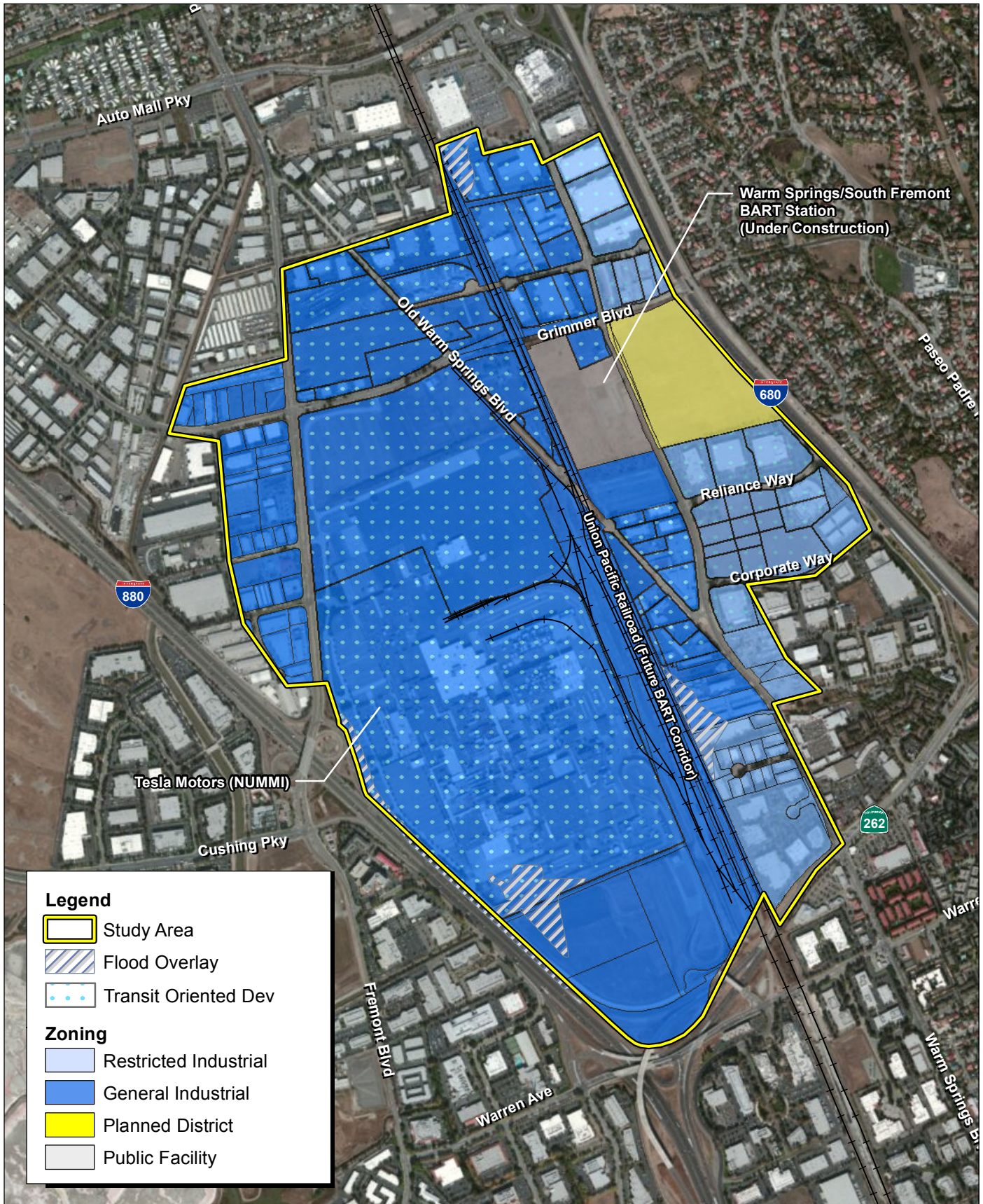
The existing area has a substantial job base of approximately 15,000 industrial and commercial jobs and one or two residential units. The proposed Community Plan identifies potential new development and redevelopment of properties to accommodate approximately 11,521,526 square feet of light industrial, research and development, office, retail, and hotel uses that would generate as many as 20,000 new jobs.



Source: City of Fremont, ESRI Aerial Imagery.

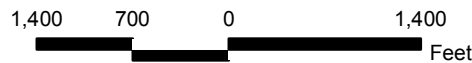
Exhibit 2-4a
 General Plan Map
 Aerial Base





Source: City of Fremont, ESRI Aerial Imagery.

Exhibit 2-4b Zoning Map Aerial Base



In addition, the Community Plan would provide for between 2,700 and 4,000 residential units and an elementary school. (For the purposes of this EIR, it will be assumed the full 4,000 dwelling units would be developed). The plan assumes TOD principles for land use densities that are supportive of transit services and an urban form. Development throughout the study area would focus employment generating uses, including hotels, light industrial, research and development, and office uses nearest the BART station and promote high-density residential development between 30 and 70 units per acre with the potential for mixed-use retail and commercial uses. Development of individual sites would vary in intensity and height, based upon the targeted use and location within the plan area.

The plan includes associated infrastructure improvements and public facility needs, as well as transportation and circulation network improvements. Multi-modal circulation improvements would include evaluation of street right-of-way and trail opportunities and a new pedestrian bridge overcrossing from the BART station extending to the east over existing rail lines. The Community Plan has a general buildout assumption of development through the year 2035.

Planning Areas

The Community Plan would establish ten Planning Areas, which define the locations and boundaries of various land use mixes and intensities within the plan area based on proximity to transit, adjoining uses, and the desired type(s) of development at that location. The Planning Areas are listed below and depicted on Exhibit 2-3:

1. Fremont Boulevard
2. Old Warm Springs Boulevard North
3. Old Warm Springs Boulevard South
4. Grimmer Boulevard South
5. Innovation Way and Lopes Court
6. Southwest
7. Grimmer Boulevard North
8. BART Area
9. Warm Springs Boulevard East
10. Warm Springs Court

Land Use Mix

The Community Plan sets forth a Land Use Mix that establishes the desired combination of land uses within each Planning Area. A variety of land uses would be allowed to support the goal of creating an employment based, mixed-use district.

Eight land uses define the various uses that are desired: (1) industrial; (2) research and development; (3) office and convention; (4) hotel; (5) retail and entertainment; (6) residential; (7) open space; and (8) school. Broad descriptions are provided for each land use to give a general understanding of the intentions for each use. Uses not listed in a particular land use may be permitted, if they are consistent with the intent of that land use.

Mix A: Industrial and Research and Development

The lowest intensity jobs-related uses, Mix A provides an optimum setting for the ongoing process of making products, research, product testing, and experimental production.

Mix B: Industrial, Research and Development, Office and Convention, Hotel and Retail and 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 and Development, Office and Convention, Hotel, Retail and Entertainment, and Residential

A combination of the highest intensity jobs-related uses and residential uses, Mix C is a mixed-use environment where people are encouraged to live, work, shop, play, and stay.

Mix D: Hotel, Retail and Entertainment, Residential, and School

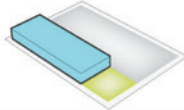
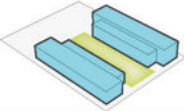
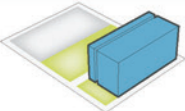
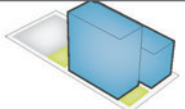
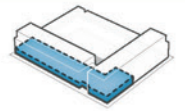
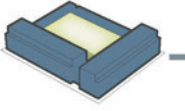

A combination of residential and community-oriented uses, Mix D establishes mixed-use, transit-oriented residential neighborhoods that offer high-quality living environments.

Land Uses and Standards and Project Targets

Project targets would guide development and ensure that all housing, employment and sustainability goals would be achieved. Project targets would be consistent with City of Fremont goals of achieving 10,000 to 20,000 new jobs and up to 4,000 new residential units, as well as a major hotel, retail, a new elementary school, and public open space within the plan area. Project targets are based on applying minimum intensities to site areas and maximum parking standards to all areas.

Key baseline targets and standards include:

- **Minimum Intensity:** Minimum floor area ratios (FAR) and dwelling units per acre (DU/Acre) have been established to meet employment and housing targets.
- **Jobs Factor:** A jobs factor (Jobs/Acre or Jobs/SF) has been assigned to each specific land use type in order to estimate the total future employment at Warm Springs/South Fremont. Jobs factors (employment density metrics) have been established with the guidance of Economic & Planning Systems, Inc. (EPS), an economic and finance consultant.
- **Parking Standards:** Parking ratios are based on numbers of parking stalls per one thousand gross square feet (1,000 GSF) of building area for non-residential uses, total number of dwelling units for residential uses, total number of guest bedrooms for hotel uses and total number of employees for school uses. Ratios of parking maximums for each individual land use are provided in Exhibit 2-5.

Land Uses	Land Use Mix and Land Use Standards				Land Use Intent
	MIX A	MIX B	MIX C	MIX D	
Industrial Land uses including in the process of making products by using machinery and factories.		Minimum Building Intensity 0.35 FAR Jobs Factor 10-20 Jobs / Acre			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.
Research & Development Land uses including research, routine product testing, experimental production and the training of personnel.			Minimum Building Intensity 0.5 FAR Jobs Factor 35 Jobs / Acre		This Land Use Type is intended to support uses involved in scientific and technological discoveries and the creation new products, processes, and services.
Office & Convention Land uses including professional, administrative, or business related services, conference centers and other collaborative venues.			Minimum Building Intensity 1.5 FAR Jobs Factor Within 1/4 Mile of Transit: 58-60 Jobs / Acre Outside 1/4 Mile of Transit: 22-37 Jobs / Acre		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.
Hotel Land uses including temporary rented rooms for paying guests, meeting spaces and food service.				Minimum Building Intensity 1.5 FAR Jobs Factor 1 Job / 1500 SF	This Land Use Type is intended to provide lodging and hospitality uses for workers, residents and visitors.
Retail & Entertainment Land uses including the sale of goods to the public for use or consumption and uses that provide a venue for entertainment.				Minimum Intensity 2000 SF / Acre Jobs Factor 1 Job / 300 SF	This Land Use Type is intended to provide locally serving retail, services and amenities for workers, residents and visitors.
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.				Minimum Intensity Within 1/4 Mile of Transit: 50 DU / Acre Outside 1/4 Mile of Transit: 30 DU / Acre	This land use designation is intended to promote a mix of residential uses and related uses.
School Uses involved in providing instruction, especially to children. This land use type is reserved for an elementary school.				Minimum Area 5 to 10 Acre Site +/- 5 Acres: School	The size of the school property will be determined by the State Board of Education and will be approximately 5 to 10 acres.
Public Open Space An area of land that is developed for outdoor passive and active recreation and gathering which is accessible to the public.				Minimum Area Indicated in Figure 3.4 Project Targets and Section 3.3 Open Space	This land use type is intended to provide conveniently located, publicly accessible open space.

- Minimum and Maximum Site Area:** Minimum areas are established in order to reserve a minimum amount of land area for the development of preferred land uses. Maximum areas are established to ensure that no single land use would dominate the Warm Springs/South Fremont district or any particular land use area. Both the minimum and maximum site area standards would guarantee the ultimate buildout of the desired mixes of uses at Warm Springs/South Fremont.

Area 6 includes Tesla Motors, Thermo Fisher, and other vacant properties. Intensities and types of development would be allowed in Area 6 that are similar to those allowed in other Mix A areas.

Table 2-3 summarizes the Community Plan project targets by land use Mix Category. Table 2-4 summarizes the Community Plan project targets by Planning Area. Exhibit 2-3 depicts the planning areas and land use mix plan.

Table 2-3: Community Plan Project Targets – Mix Categories

Mix Category	Gross Acreage	Minimum Gross Floor Area/Minimum Dwelling Units	Jobs
A	472	2,627,038 square feet	3,387
B	254	7,286,102 square feet	13,698
C	71	1,571,786 square feet 550 dwelling units (minimum)	2,773
D	82	36,600 square feet 2,150 dwelling units (minimum)	142
Total	879	11,521,526 square feet 2,700 dwelling units (minimum) 4,000 dwelling units (maximum)	20,000

Source: City of Fremont, 2013.

Table 2-4: Community Plan Project Targets – Planning Areas

Planning Area	Category	Gross Acreage	Minimum Gross Floor Area/Minimum Dwelling Units	Jobs
1 – Fremont Boulevard (Mix A)	Industrial	62.50	952,875 square feet	1,241
	Research and Development	11.50	358,651 square feet	512
	<i>Subtotal</i>	<i>74.00</i>	<i>1,311,526 square feet</i>	<i>1,753</i>
2 – Old Warm Springs Boulevard North (Mix B)	Research and Development	38.00	827,640 square feet	837
3 – Old Warm Springs Boulevard South (Mix D)	Research and Development	13.80	430,382 square feet	615
	Residential	13.20	450 dwelling units	—
	<i>Subtotal</i>	<i>27.00</i>	<i>430,382 square feet</i> <i>450 dwelling units</i>	<i>615</i>

Table 2-4 (cont.): Community Plan Project Targets – Planning Areas

Planning Area	Category	Gross Acreage	Minimum Gross Floor Area/Minimum Dwelling Units	Jobs
4 – Grimmer Boulevard South (Mix D)	Residential	34.00	900 dwelling units	—
	School	5.00	—	—
	Open Space	4.00	—	—
	<i>Subtotal</i>	<i>43.00</i>	<i>900 dwelling units</i>	—
5 – Innovation Way and Lopes Court (Mix B)	Research and Development	50.00	1,089,000 square feet	2,923
	Office and Convention	44.00	2,874,960 square feet	6,650
	Retail and Entertainment	—	188,000 square feet	623
	<i>Subtotal</i>	<i>94.00</i>	<i>4,151,960 square feet</i>	<i>10,196</i>
6 – Southwest	—	319.00	—	—
7 – Grimmer Boulevard North (Mix A)	Industrial	62.00	945,252 square feet	1,000
	Research and Development	17.00	370,260 square feet	634
	<i>Subtotal</i>	<i>79.00</i>	<i>1,315,512 square feet</i>	<i>1,634</i>
8 – BART Area (Mix C)	Research and Development	24.33	529,907 square feet	653
	Office and Convention	8.67	566,497 square feet	1,300
	Hotel	4.00	600 rooms	55
	Retail and Entertainment	—	45,000 square feet	150
	Residential	4.00	100 dwelling units	—
	BART Station	3.00	—	—
	<i>Subtotal</i>	<i>44.00</i>	<i>1,141,404 square feet 100 dwelling units</i>	<i>2,158</i>
9 – Warm Springs Boulevard East (Mix D)	Retail	—	36,600 square feet	122
	Hotel	2.00	300 rooms	20
	Residential	37.00	1,250 dwelling units	—
	<i>Subtotal</i>	<i>39.00</i>	<i>36,600 square feet 1,250 dwelling units</i>	<i>142</i>
10 – Warm Springs Court (Mix B)	Industrial	87.00	1,326,402 square feet	932
	Research and Development	30.00	653,400 square feet	1,093

Table 2-4 (cont.): Community Plan Project Targets – Planning Areas

Planning Area	Category	Gross Acreage	Minimum Gross Floor Area/Minimum Dwelling Units	Jobs
10 – Warm Springs Court (Mix B) (cont.)	Office and Convention	5.00	326,700 square feet	640
	Subtotal	122.00	2,306,502 square feet	2,665
Total	—	879.00	11,521,526 square feet 2,700 dwelling units (minimum) 4,000 dwelling units (maximum)	20,000
<p>Note: “Planning Area” corresponds with areas shown on Exhibit 2-3. Source: City of Fremont, 2013.</p>				

Phased Master Plans

The Community Plan would allow projects larger than five acres to be initially developed at lower intensities than allowed, provided a Phased Master Plan is submitted and approved. Phased Master Plans would be required to show how applicable land use standards would be achieved over time, and how new streets, pedestrian and bikeways, and trails would interconnect with the overall Warm Springs/South Fremont circulation network and provide an acceptable plan for interim land uses for the remainder of the project site area. The phasing process is outlined below.

Initial Phases

Initial phases of projects could be developed at lower intensities than the project targets established in the Community Plan Land Use Matrix. Potential interim uses for the remainder of the project site must be provided for approval.

Intermediate Phases

Subsequent phases of projects would provide an increase in intensity of land use. Greater intensities would be located nearer to transit infrastructure, such as the Warm Springs /South Fremont BART station. Interim uses would be phased in a method that favors open space and parking would be consolidated into structured garages.

Final Phase

Completed Master Plans must be designed to achieve the minimum development intensities for the entire project site as indicated in the Community Plan Land Use Matrix.

Circulation Network

Street and Block Pattern

The Community Plan proposes a well-developed grid pattern based on the Community Character Element of the General Plan. In the General Plan, the Community Plan area is designated to have an Urban Frame as a Regional Center with Warm Springs Boulevard/ Osgood Road, South Grimmer Boulevard and Fremont Boulevard as its main corridors. Streets in the plan area will be designated

as are either Urban Corridor, Urban Street, Industrial Street, Local Street, Shared Public Way Easement, or Pedestrian Public Path.

Urban Corridors would be Warm Springs Boulevard/Osgood Road, South Grimmer Boulevard, and Fremont Boulevard. Urban Streets would be Innovation Way (a new east/west connector from Fremont Boulevard to Lopes Court for easy BART access), a new north/south street (bisecting Innovation Way), Lopes Court, Old Warm Springs Boulevard, and other future project-specific streets. Industrial Streets would be the existing streets of Kato Road, Ingot Street, Industrial Drive, Tavis Place, Skyway Court, Prune Avenue, Warm Springs Court, Reliance Way, Corporate Way, Research Avenue, and other streets in future industrial projects. Local Streets, Shared Public Way Easements and Pedestrian Pathways would be designated as part of future development projects.

Grids reduce distances between destinations and origins—a crucial component of making biking and walking attractive and convenient modes of transportation—whereas disconnected street networks tend to isolate land uses in favor of easy auto accessibility, making distances by bike and on foot longer. Disconnected networks force all trips, whether by foot, bicycle, or car, onto major arterials that may not be friendly to those not in a motor vehicle. Alternatively, a frequently interconnected street system, such as a grid with short blocks, provides multiple routes that are ultimately more direct and provide more frequent and safe crossings at intersections.

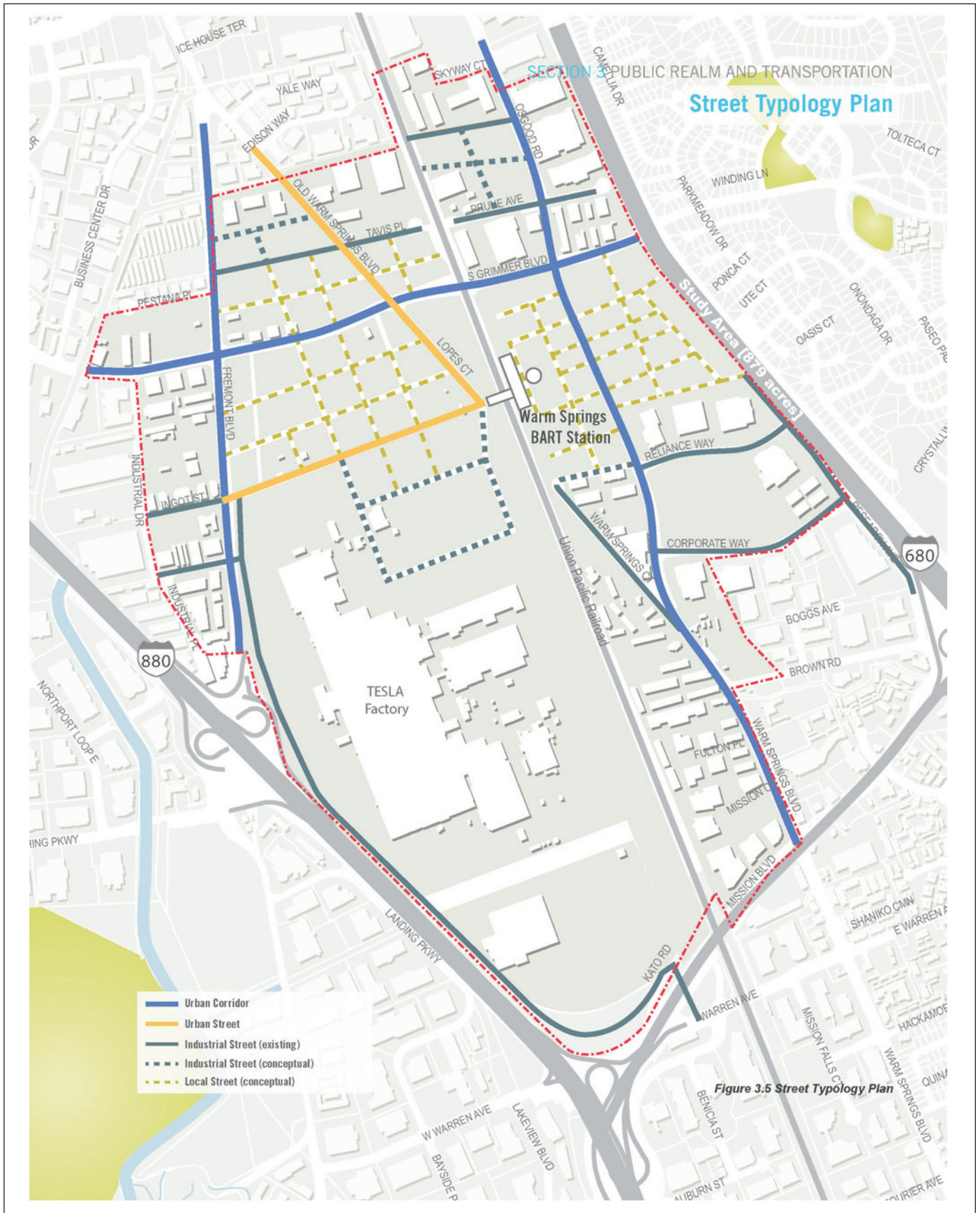
Overlaid onto the pattern of existing streets in the area, the primary new street within the Warm Springs/South Fremont Community Plan would be Innovation Way, which would connect Fremont Boulevard with the Warm Springs/South Fremont Bart station. This would be a new corridor and a primary new entry into the site. The western end of Innovation Way would be aligned with the existing intersection of Fremont Boulevard and Ingot Street. This intersection would become a major new gateway into the district.

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

Exhibit 2-6 depicts the Community Plan streets plan.

Streetscape and Street Typologies

The streets within the Warm Springs/South Fremont Community Plan would be “Complete Streets.” Complete Streets are roadways designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, and motorists of all ages and abilities. 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. The proposed Community Plan proposes street design standards that would create a pedestrian and bicycle friendly roadway network.



The proposed street system for the Warm Springs/South Fremont Community Plan Area has been categorized into six typologies that relate to each street’s function and relationship to adjacent land uses. Some roadways would be designed to move a high volume of vehicles quickly and efficiently, while streets adjacent to commercial uses would prioritize space for pedestrians, on-street parking, and loading zones. The City of Fremont would adopt detailed street standards for each street as part of the Community Plan adoption process.

Infrastructure

Potable Water

According to the Alameda County Water District (ACWD), the existing treatment and conveyance systems for potable water are operating within the intended design capacity without any known significant deficiencies. Installation of water lines would be required where new streets are constructed or existing streets are re-aligned, but no upgrades of major trunk lines are anticipated as a result of the proposed improvements.

Sewer

New sewer infrastructure would be required to implement the proposed Community Plan and would be installed in conjunction with project development. Increased sewer flows may require upsizing of the pump station equalization basins to mitigate an increase in wet weather flows. No upgrades are anticipated for the treatment plant.

Storm Drainage

New storm drainage lines would be installed within new streets or re-alignment of existing streets, but no major upgrades are anticipated for the storm drain system with implementation of the Community Plan.

2.4 - Project Objectives

The City of Fremont and the Metropolitan Transportation Commission developed the following project objectives. The objectives of the proposed project are to:

1. Promote economic growth through new capital investment, the creation of new jobs and business opportunities, the development of new housing opportunities, and expansion of the tax base.
2. Facilitate the development of higher and better uses within the Community Plan area with an emphasis on high-density, transit- and pedestrian-oriented uses.
3. Promote the use of BART and other transit services by developing complementary residential and non-residential uses in proximity of the Warm Springs/South Fremont BART station.
4. Capitalize on the adjacency of Tesla Motors and other technology-oriented businesses in Fremont and Silicon Valley in order to facilitate the development of Innovation Way as a destination for technology entrepreneurship.

5. Expand the range of residential uses within Fremont to include high-density, transit-oriented uses.
6. Enhance all modes of circulation within the plan area and connectivity to surrounding land uses.
7. Promote land use compatibility between the proposed residential land uses and the adjoining commercial, industrial, and transportation land uses through the use of site planning techniques.
8. Develop a bicycle/pedestrian linkage between Innovation Way and the Warm Springs/South Fremont BART station that serves as non-motorized “spine” within the plan area.
9. Provide workforce housing close to employment centers.
10. Minimize adverse impacts to sensitive uses through the use of site planning and design techniques.

2.5 - Intended Uses of This Draft EIR

This Draft EIR has been prepared by the City of Fremont to assess the potential environmental impacts of the proposed Warm Springs/South Fremont Community Plan. Future development proposals that require discretionary review would be examined in light of this EIR to determine if any additional environmental documentation is required, pursuant to CEQA Guidelines Section 15168(c). The City of Fremont is the lead agency for preparation of the EIR and has discretionary authority over the proposed Community Plan and subsequent project approvals.

2.5.1 - Discretionary and Ministerial Actions

The following discretionary approvals are being sought:

- General Plan Amendment
- Zoning Amendment
- Community Plan, Design Guidelines, and Public Improvement Plan Specifications

Subsequent discretionary and ministerial actions would be required for the implementation of the Community Plan, including, but not limited to, phased master plans, subdivision maps, design review and issuance of grading and building permits for individual projects.

2.5.2 - Responsible and Trustee Agencies

A number of other agencies in addition to the City of Fremont will serve as Responsible and Trustee Agencies, pursuant to CEQA Guidelines Section 15381 and Section 15386, respectively. This Draft EIR will provide environmental information to these agencies and other public agencies, which may be required to grant approvals or coordinate with other agencies, as part of project implementation. These agencies may include, but are not limited to, the following.

- United States Army Corps of Engineers
- California Department of Transportation
- California Public Utilities Commission
- California Department of Fish and Wildlife
- San Francisco Bay Regional Water Quality Control Board
- Alameda County Water District
- Union Sanitary District
- County of Alameda

Actions that may be necessary to implement the Community Plan that must be taken by other agencies, as part of development of individual projects, include:

- Obtain coverage under General Construction Stormwater Permit – State Water Resources Control Board/San Francisco Bay RWQCB.
- Issuance of Encroachment Permits for roadway, utility, or other infrastructure improvements within facilities under the jurisdiction of the California Department of Transportation or the County of Alameda.
- Issuance of Clean Water Act Permits (Section 404 permits) – United States Army Corps of Engineers
- Issuance of Streambed Alteration Agreement (Section 1602 Permit) – California Department of Fish and Wildlife
- Issuance of General Order 88-B for any proposed modifications to a railroad grade crossing – California Public Utilities Commission

