



# AREA 4 MASTER PLAN

**MARCH 2015**

Approved by City Council 3/17/15

**WARM SPRINGS/  
SOUTH FREMONT  
COMMUNITY PLAN**



## AREA 4 MASTER PLAN

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# 1.0 INTRODUCTION

## AREA 4 MASTER PLAN

In 2013 Lennar began conversations with the City of Fremont to develop Area 4 of the Warm Springs/South Fremont Community Plan (WS/SFCP).

This Area 4 Master Plan document serves as Lennar's Master Plan application to the City of Fremont. It establishes the development framework to guide future growth within the Area 4 of the WS/SFCP.

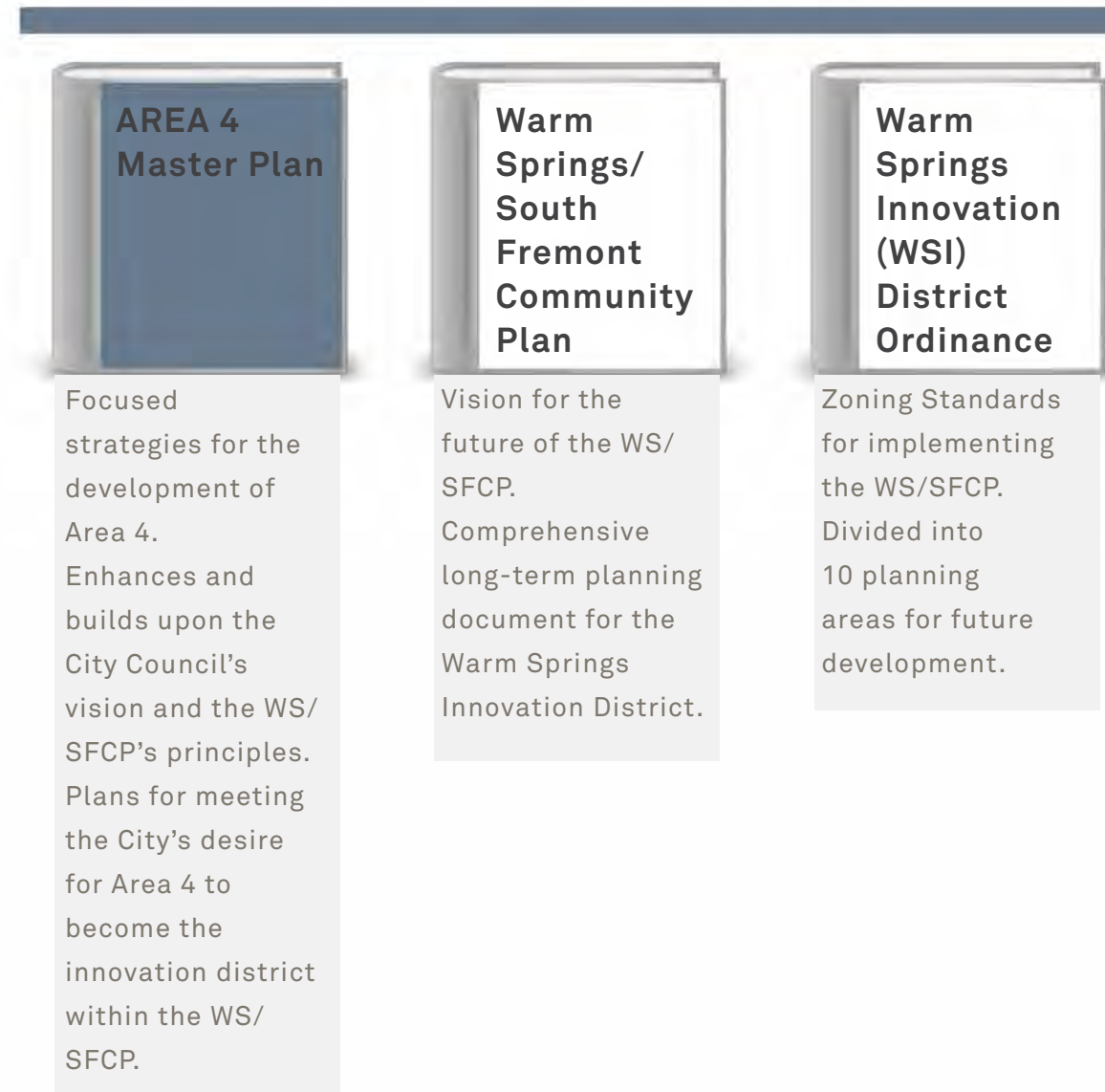
This Master Plan falls within the Warm Springs Innovation District and works with several other policy documents such as the WS/SFCP and the Warm Springs Innovation District Ordinance. Together these three documents function under the larger planning context of the Fremont General Plan which includes the Housing Element.

This Master Plan document is structured into five main sections:

1. Introduction
2. Land Use Strategy
3. Public Realm and Transportation
4. Site and Building Design
5. Implementation

Each of these sections reflects similar sections in the WS/SFCP. Following these sections is an Appendix with a Compliance Matrix that summarizes the Master Plan document into a guide form for quick reference.

### APPLIES EXCLUSIVELY TO THE WARM SPRINGS INNOVATION DISTRICT



### APPLIES TO THE ENTIRE CITY OF FREMONT



# 1.1 SITE CONTEXT & WS/SFCP OVERVIEW

## AREA 4 MASTER PLAN

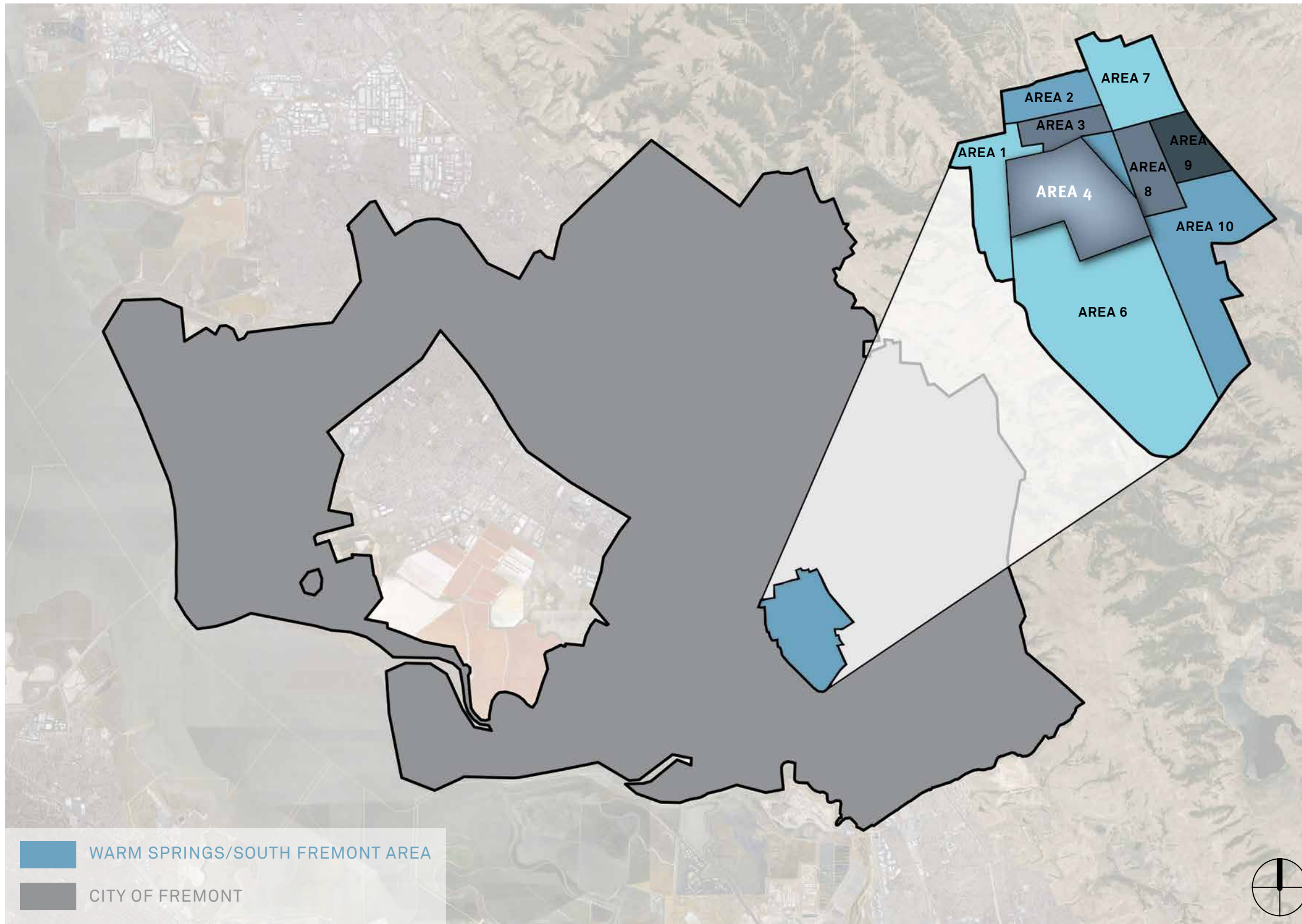
### SITE CONTEXT

The Area 4 Master Plan sits within the 879 acre WS/SFCP, which is located in the southern region of the City of Fremont.

Surrounding and within the larger WS/SFCP site are existing industrial and warehouse uses, and industrial companies, and large vacant parcels.

As one of 10 planning areas within the WS/SFCP, Area 4 is approximately 110.9 acres total. It is centrally located within the larger WS/SFCP area and is one of two plan areas closest to the new Warm Springs/South Fremont BART station.

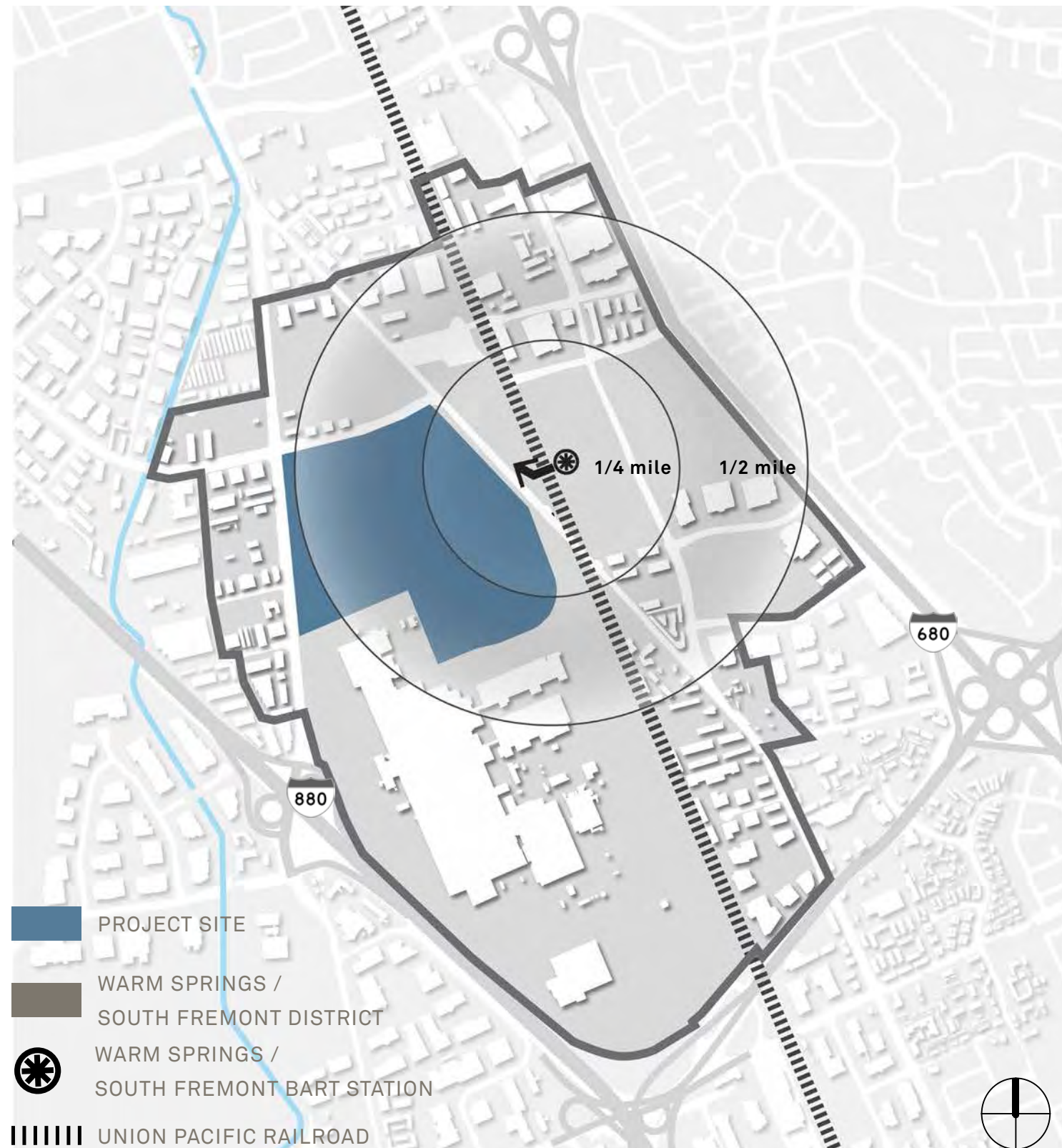
A majority of Area 4 is within a 10-minute walk radius to the new Warm Springs/South Fremont BART station located to the east of the site. Area 4 is not only a Transit-Oriented Development site, but is also a very accessible site via BART as it is bounded by circulation arterials such as South Grimmer Boulevard to the north, and Fremont Boulevard to the west that connects to Interstate 880 and Interstate 680. The Tesla Motors manufacturing facility is located directly south of the site.



SITE CONTEXT DIAGRAM

# 1.1 SITE CONTEXT & WS/SFCP OVERVIEW

## AREA 4 MASTER PLAN



AREA 4 VICINITY MAP

### WARM SPRINGS/SOUTH FREMONT COMMUNITY PLAN (WS/SFCP) OVERVIEW

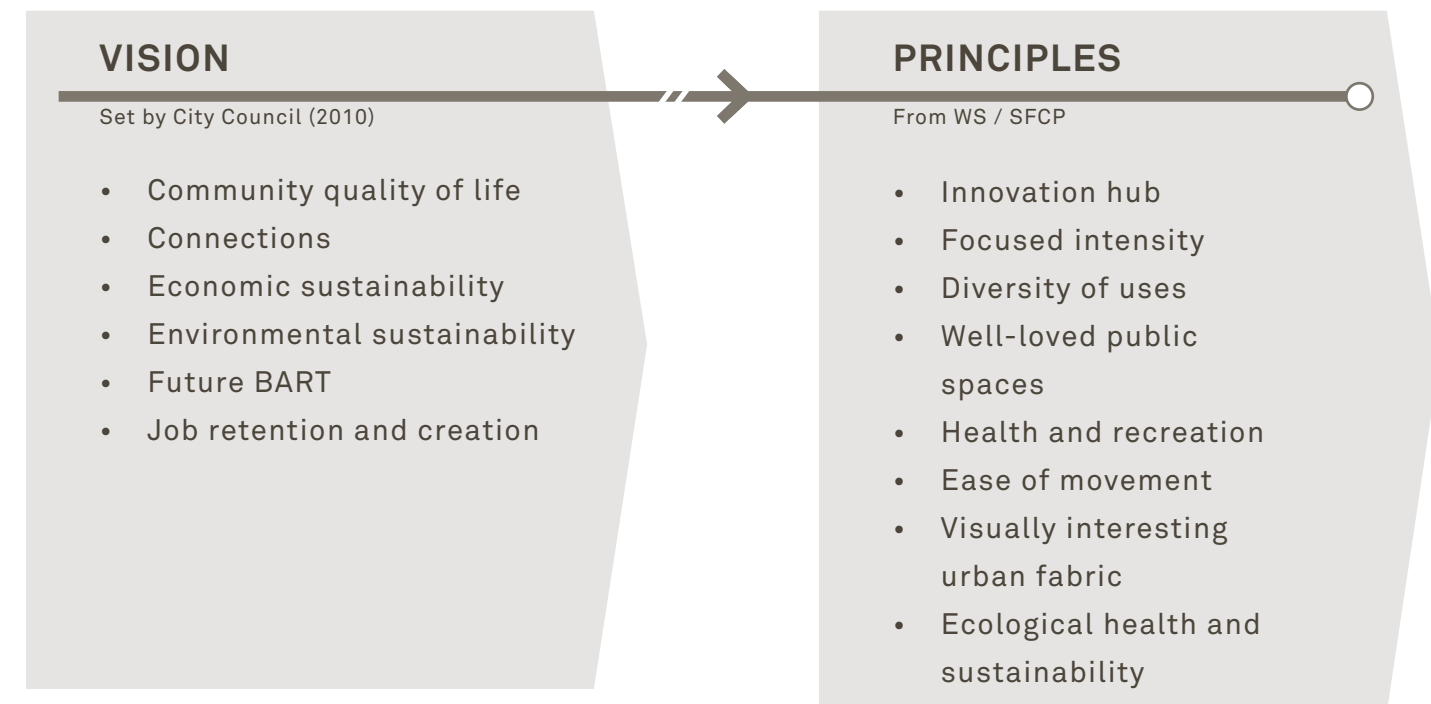
As a community planning and implementation tool, the WS/SFCP provides a strong foundation and bold vision for developing a mixed-use Innovation District in what is currently an underutilized portion of the City.

The WS/SFCP sets out an exciting vision that aims to transform the existing vacant and underutilized landscape into a vibrant urban community. This vision is built upon a series of eight principles that enhance the City Council's original vision for the area.

In addition to these principles, the WS/SFCP also establishes land uses, land use standards, development mixes and intensities, as well as a range of criteria related to public realm, transportation, and site & building design.

Combined, the principles, standards and criteria encourage high quality development that aim to achieve the overall vision for the area:

“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.” (WS/SFCP, 2014, pg.5).



CITY COUNCIL & WS / SFCP VISION & PRINCIPLES

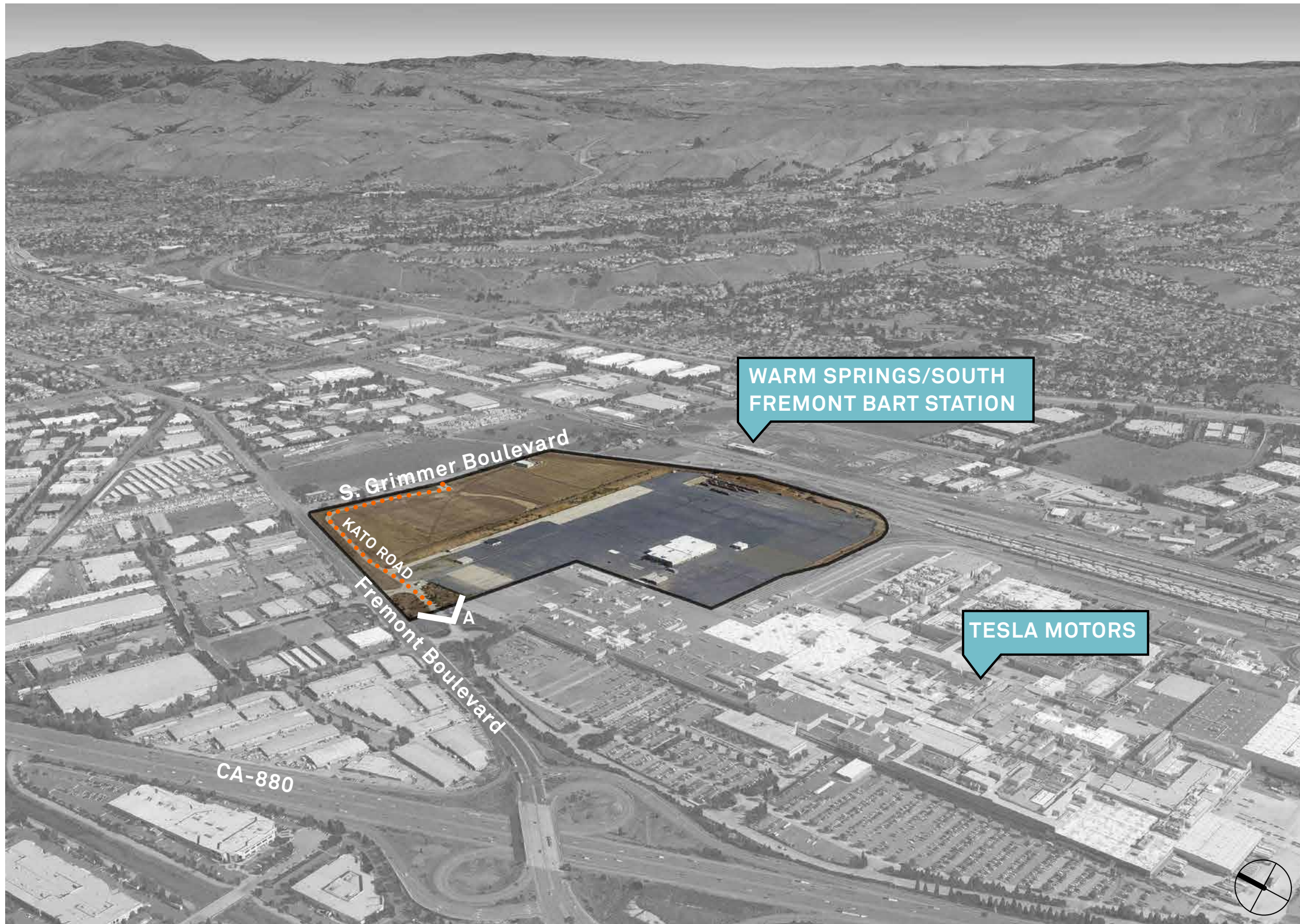
# 1.2 EXISTING CONDITIONS & OPPORTUNITIES

## AREA 4 MASTER PLAN

Representing the centerpiece of the WS/SFCP, Area 4 has many existing conditions, parameters and opportunities that are addressed in Lennar's proposed Area 4 Master Plan.

Some of the key existing conditions that are being addressed in the Master Plan include frontage edges, such as Fremont Boulevard and South Grimmer Boulevard, and the partial re-alignment of Kato Road. Kato Road currently runs from the southern edge of the site from the Tesla property up north parallel to Fremont Boulevard exiting about mid-way along the northern edge of the site at South Grimmer Boulevard.

Currently Kato Road is part of the Tesla's circulation network offering access to and from the manufacturing facility to Fremont Boulevard and South Grimmer Boulevard.



BIRDS EYE VIEW: EXISTING CONDITIONS



A. VIEW LOOKING NORTH ON KATO ROAD

# 1.2 EXISTING CONDITIONS & OPPORTUNITIES

## AREA 4 MASTER PLAN

Given Kato Road's location, a quitclaim is necessary to facilitate developing the proposed master plan. Essentially Kato Road will be re-configured to connect to the new Area 4 circulation street network, thereby providing traffic flow from the Tesla property to Innovation Way.

Surrounding the site are commercial and industrial uses that will require appropriate transitions from the existing use and design interface approaches to ensure a quality development across the boulevard. Additionally, interface and connectivity to the new school and park will need examining as will existing connectivity (with all modes) into and throughout the site.

While there are existing conditions and parameters to contend with on and surrounding the site, Area 4's proximity to the future BART station and central location within the overall WS/SFCP provides an opportunity for Area 4 to become the innovation hub the WS/SFCP envisioned it to become.

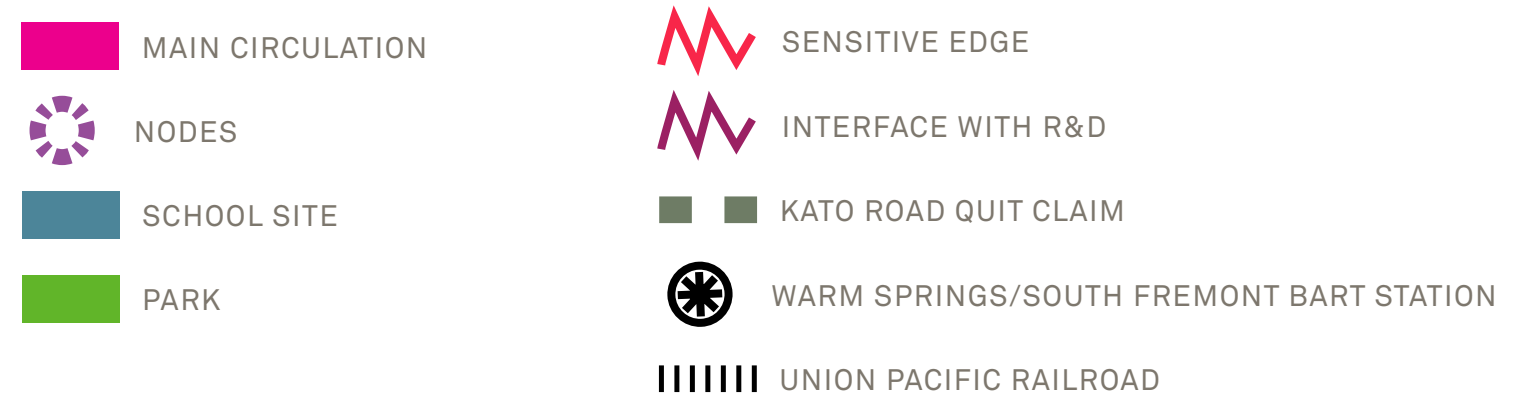
As the WS/SFCP allows for the mix of uses within Area 4 to incorporate Research & Development, Office & Convention, Hotel, Retail & Entertainment, and Residential, this area has great potential to become a "mixed-use environment where people are encouraged to live, work, shop, play, stay and learn" (WS/SFCP, 2014. pg.16).



B. LOOKING SOUTH DOWN FREMONT BOULEVARD



C. LOOKING WEST DOWN SOUTH GRIMMER BOULEVARD



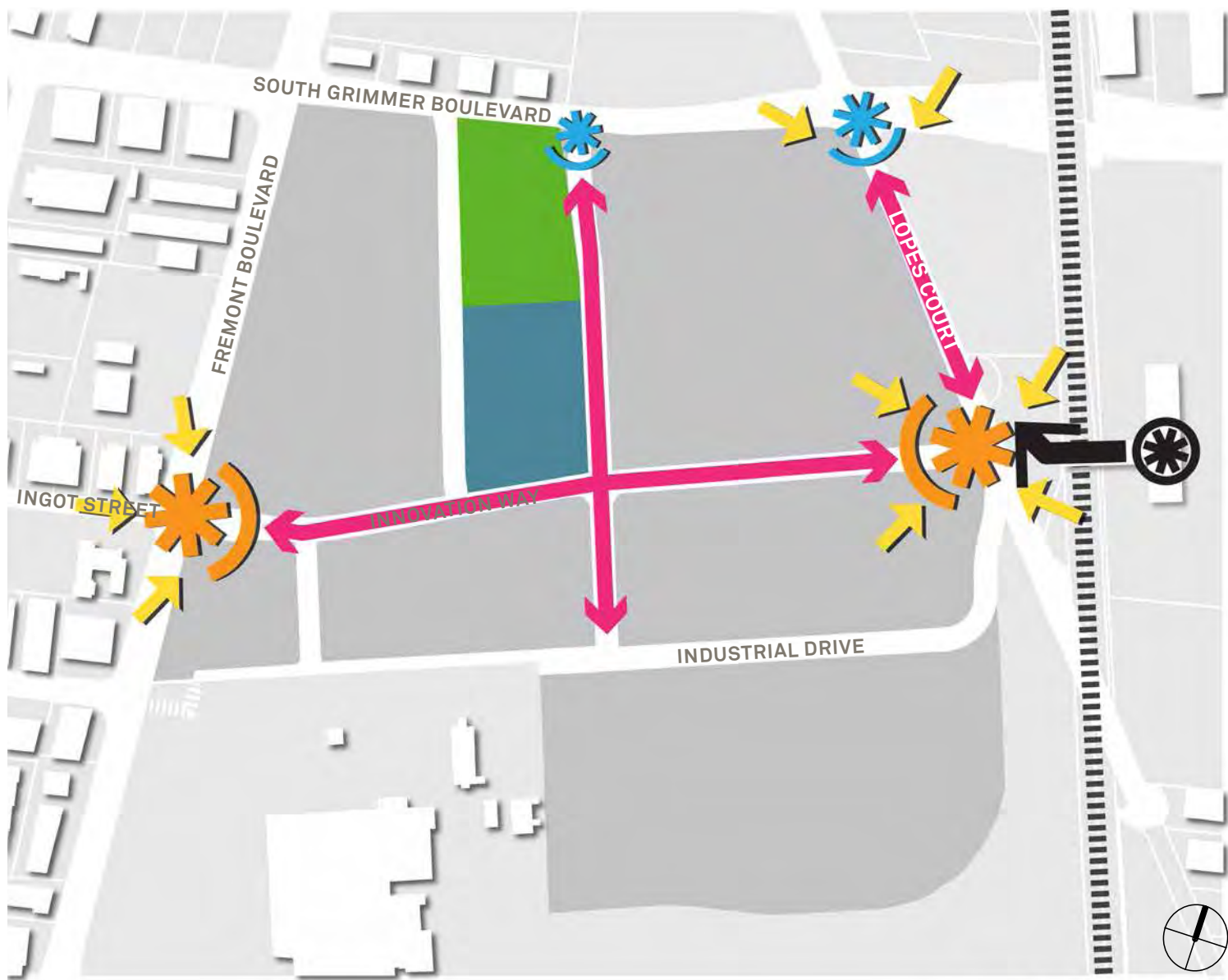
EXISTING CONDITIONS & OPPORTUNITIES DIAGRAM



# 1.2 EXISTING CONDITIONS & OPPORTUNITIES

## AREA 4 MASTER PLAN

- MAIN CIRCULATION
- SCHOOL SITE
- PARK
- ✱ MAJOR COMMUNITY GATEWAY
- ✱ MINOR COMMUNITY GATEWAY
- VIEWS
- ⊗ WARM SPRINGS/SOUTH FREMONT BART STATION
- UNION PACIFIC RAILROAD



GATEWAYS AND VIEWS DIAGRAM

Designated as the Planning Area with the highest intensity of uses, which is appropriate given it's adjacency to the BART Station, Area 4 has the opportunity to also tie into the existing city fabric and become the Innovation District within the WS/SFCP area.

Looking at entry points and the proposed BART plaza location, these areas will become Area 4 community gateways creating the identity and sense of entry and place for the area. Additionally, the two main axes (Innovation Way and the north/south road east of the Park and School site) offer connections into the site and the opportunity for two main spines that intersect at a District core node.

Given the existing conditions and parameters on and surrounding the site, and the opportunities offered with Area 4's adjacency to the Warm Springs/South Fremont BART station, anticipated to be completed by the end of 2015, and its central location within the overall WS/SFCP, this Master Plan provides a thoughtful approach to weave together urban residential and employment centers around a major new transit hub. The proposed Master Plan successfully creates such a connection, and delivers to Area 4 the Innovation District envisioned in the WS/SFCP.



CONCEPTUAL BART PLAZA AS SHOWN IN WS / SFCP

# 1.3 AREA 4 MASTER PLAN VISION & PRINCIPLES

## AREA 4 MASTER PLAN

Building upon the City Council’s original vision and the WS/SFCP’s principles, the vision for Area 4 in this Master Plan submission is to create a dynamic urban mixed-use community that advances the connection and opportunities offered by the Warm Springs/ South Fremont BART Station and surrounding innovative environment.

Within this community will be a series of neighborhoods that offers a variety of uses and open spaces that provide for employment, living, and recreation.

Lennar’s Master Plan responds to the six key principles crafted for Area 4. These principles derive from the City Council’s six primary vision for the area and the eight principles within the WS/SFCP and are as follows:

### Area 4 key principles:

1. Identity and Placemaking
2. Mix and Variety
3. Options and Choices
4. Sustainable by design
5. Movement and Access Hierarchy
6. Wellness



### 1. IDENTITIES & PLACE-MAKING

Within the WS/SFCP Area 4 will be known as the Innovation District, a district with a strong urban character that resonates as the “centerpiece” of the WS/SFCP and a place that allows for its residents and visitors to live/work/play.



### 2. MIX AND VARIETY

Two of the most important principles for the Master Plan for Area 4 will be creating focused intensity, and complimentary to this, a well-considered diversity of uses. Intensity and diversity are both important design tools for creating the kind of mixed-use, vibrant, urban community that will attract 21st Century employers and employees, a principle goal of the WS/SFCP.



### 3. OPTIONS AND CHOICES

A successful, vibrant community provides options and choices for its residents and visitors. Whether it be housing options, open space options or connectivity options, allowing a variety of choices that speaks to a wide demographic of people and income can make Area 4 a “place for everyone”.



### 4. SUSTAINABLE BY DESIGN

Well-designed places and spaces are legible and understandable to the people who use them. Public and private spaces are defined and also naturally integrate the most basic tenants of sustainability: low impact development, walkability, safety, high quality, enjoyable, equitable. A variety of open spaces and safe routes to them are key components to the success of these places and spaces. Keeping in mind that communities designed around people are naturally more sustainable, the pedestrian experience and human scale will also be important.



### 5. MOVEMENT AND ACCESS HIERARCHY

A well designed community will incorporate different options for movement and access to and within the community that will promote walkability and safety for its users. In Area 4, implementing complete street strategies that are integrated into the overall connectivity network of the site will reduce conflicts between pedestrians, bicyclists and motorists. Examining internal and external connections of Area 4 will also allow for a community design that functions locally and regionally to its surrounding context.



### 6. WELLNESS

Design matters. Research shows that well-designed places improve the quality of people’s lives. Healthy communities often leads to healthier residents. Building and open space design that address the human scale and experience of users through its space will be integral to the success of Area 4 and the people who live and work there.

# 1.3 AREA 4 MASTER PLAN VISION & PRINCIPLES



# 1.4 AREA 4 MASTER PLAN APPROACH

## AREA 4 MASTER PLAN

The overall approach to the Area 4 Master Plan is framed by the **six principles** described in the previous section. Understanding the potential of, and the City's desire for, Area 4 to become the Innovation District within the WS/SFCP, Lennar's Master Plan sets forth a framework for development that includes new residential and commercial office and industrial (research & development) neighborhoods, open space areas and a school, all supported by an integrated circulation, open space and infrastructure network.

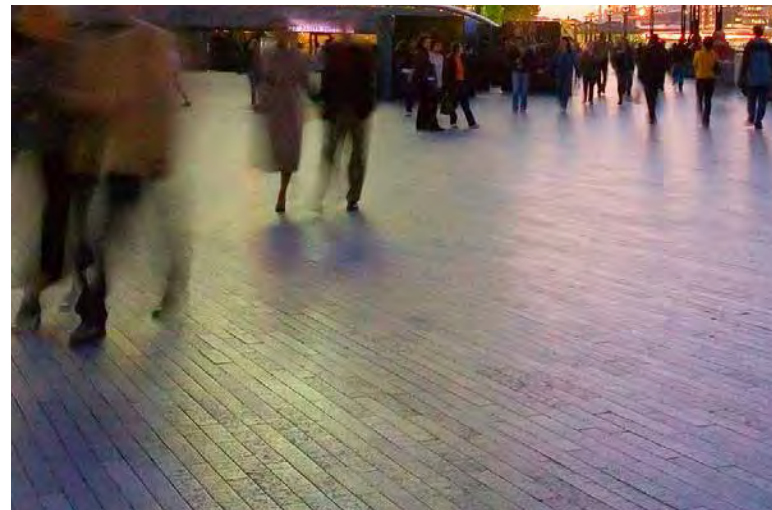
Area 4's new **residential neighborhoods** are proposed with a range of urban density and product typologies. For sale homes, apartment rentals and affordable housing options are included in the Master Plan to provide options for future residents and allow for flexibility to respond to the market as the neighborhoods develop over time.

The proposed **commercial office and industrial (research & development) neighborhoods** in Area 4 provide high-intensity employment opportunities within Area 4, the larger city and region. The addition of commercial office and industrial (research & development) in Area 4 provides the foundation for economic sustainability in the Master Plan while also playing a key role in the activity and vibrancy of this new community.



# 1.4 AREA 4 MASTER PLAN APPROACH

## AREA 4 MASTER PLAN



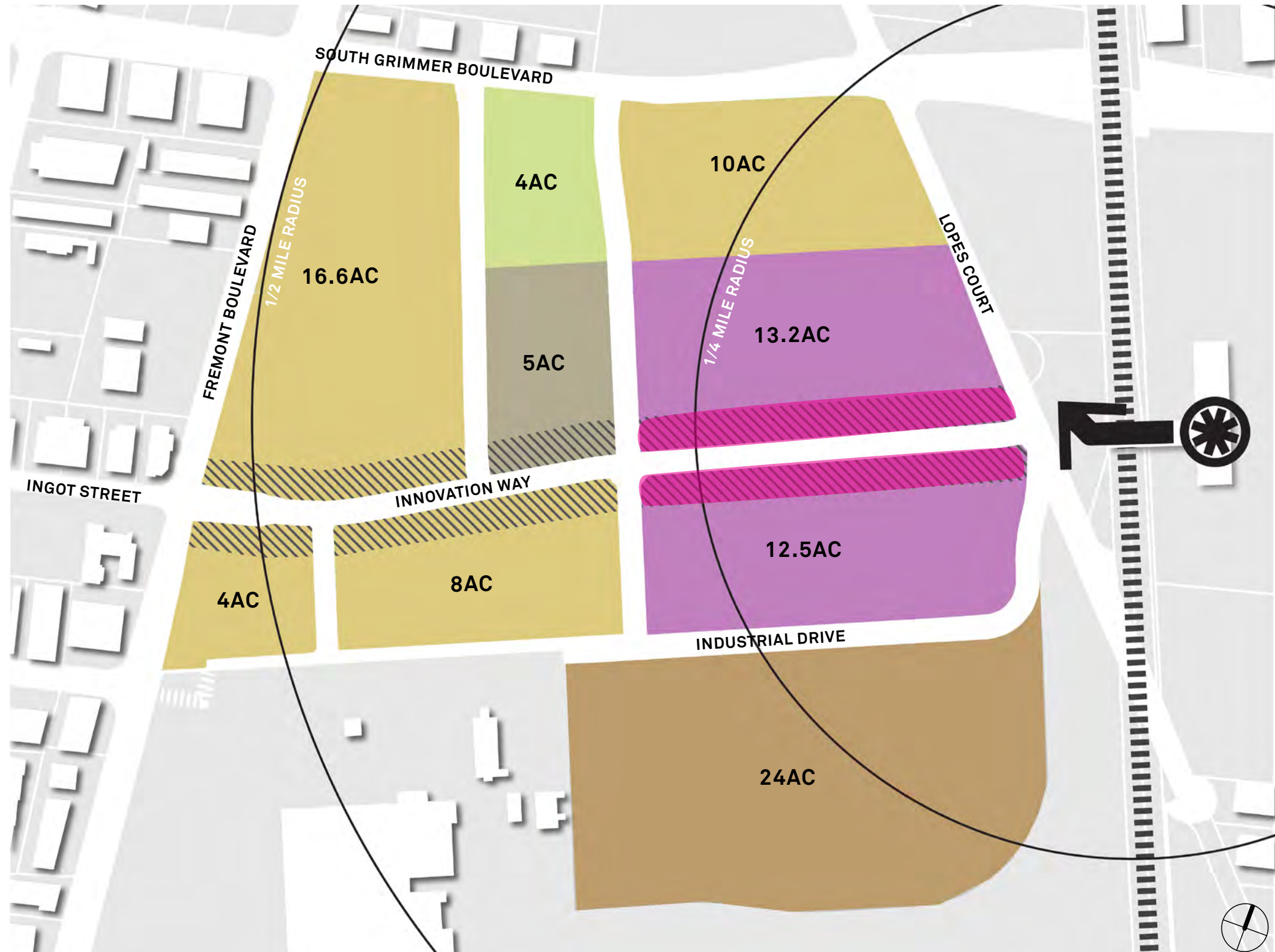
**Open space networks** with a hierarchy of typologies are proposed throughout Area 4 to facilitate pedestrian and bicycle connectivity and recreation and leisure opportunities. The different types of open spaces and their proposed locations and design will offer residents and workers in Area 4 options for movement and access as well as help promote walkability and safety—tenants of sustainable design.

Supporting all the components of the Master Plan is an integrated **circulation, open space and infrastructure network** that will tie to the existing city fabric and allow for various levels of movement and access throughout Area 4.

The following sections of this master plan document describe in greater detail how Lennar's Master Plan proposal for Area 4 responds to the WS/SFCP's vision for Area 4 and addresses its six key principles.

# 2.0 LAND USE STRATEGY

## AREA 4 MASTER PLAN



The WS/SFCP provides for a transit-oriented development that can support a wide range of development uses to create an economically and environmentally sustainable community.

Lennar's Land Use Strategy for Area 4 provide a balance between residential housing, schools and parks, commercial office, retail, and industrial (research & development) entitlements.

The land use strategy for Area 4 includes five land use categories described in the following sections and in the land use diagram. An Urban Corridor Area is also part of the land use strategy and further discussed in section 2.3 Focus Areas.

\*Note that all numbers provided in the following sections are approximate and subject to change.

- URBAN RESIDENTIAL (≥ 30 du/ac overall)
- URBAN MIXED USE (≥ 50 du/ac overall)
- URBAN CORRIDOR AREA
- SUBAREA 4A OF WSI DISTRICT
- SCHOOL (5.0 acres)
- PARK (4.0 acres)
- INDUSTRIAL (RESEARCH & DEVELOPMENT)
- ✳ WARM SPRINGS/SOUTH FREMONT BART STATION
- UNION PACIFIC RAILROAD



### 1. URBAN RESIDENTIAL

Urban Residential covers 38.6 acres. Residential uses are at an overall minimum average density of 30 du/ac. For sale residential is proposed in this use. Within this use, 4 story building products will be used to transition between 3-story building products and taller buildings or sensitive street edges. Residential product types will typically be 3 to 4 stories and are typically attached units, stacked flat, or podium elevator buildings to help establish the urban character of Area 4.

This use is located closest to the new Park and School sites and within the ¼ mile and ½ mile radius of the Warm Springs/ South Fremont BART Station.

### 2. URBAN MIXED USE

Urban Mixed Use covers 25.7 acres and allows for a mix of residential, retail and office uses. Residential uses in this area are 50 du/ac and above. For rent and affordable residential rental units are proposed in this use. Residential product types for this use will typically be 4 stories minimum and wrap or podium buildings.

Retail uses in this area are at a minimum intensity of 2,000 sf/acre and will be located closest to Innovation Way with its main frontage onto Innovation Way as that is the main spine of the master plan. Proposed active retail uses can occur on the ground floor to help activate the street frontage and help enhance the pedestrian experience.

Office and Convention uses are also allowed in this area. Office and Convention uses include, as defined by the WS/SFCP “professional, administrative, or business related services, conference centers and other collaborative venues” (WS/SFCP, 2014, pg. 19). In this area, office buildings are typically 4 to 5 stories at a minimum building intensity of 1.5 FAR. Buildings will have frontage onto Innovation Way and interface with surrounding residential buildings with some open space buffer in between.

In addition, hotel uses as envisioned and defined by the Warm Springs Innovation

District Zoning Ordinance are permitted uses within the Urban Mixed Use category.

Included in the Urban Mixed Use category are approximately 1,250 dwelling units and approximately 700,000 square feet of office and retail.

This use is located mainly within the ¼ mile radius of the BART Station along Innovation Way and north of the Industrial uses. This allows for the creation of a denser core adjacent to the new BART station and main spine (Innovation Way) of the Master Plan while also considering the accessibility and connectivity to transit for future residents. This also provides the opportunity to activate Innovation Way and the BART plaza area located at the eastern end of Innovation Way.



# 2.1 LAND USE MIX

## AREA 4 MASTER PLAN



### 3. SCHOOL

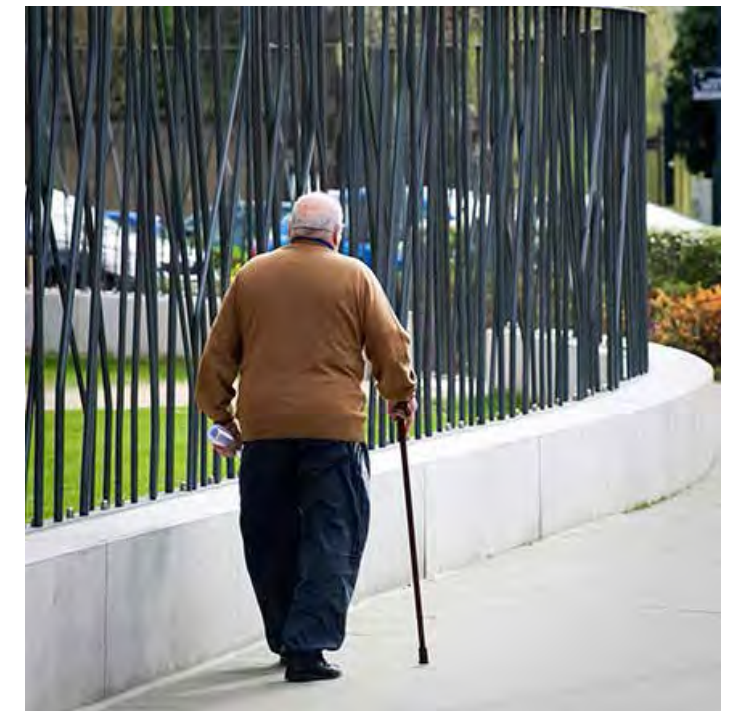
This use allows for a TK-5 Public Elementary School that is centrally located within Area 4 on an approximately 5.0 acre parcel. This use and its general location and size is identified in the WS/SFCP. It will have frontage along Innovation Way, which will add to the overall variation and identity of the main spine road. In addition, urban residential and urban mixed-use uses will be in close proximity to promote walkability and safety between the school and future residents and students in the area. Aside from parent drop-off areas, the school's accessibility will have safe pathways to it via a series of pedestrian and bicycle paths.



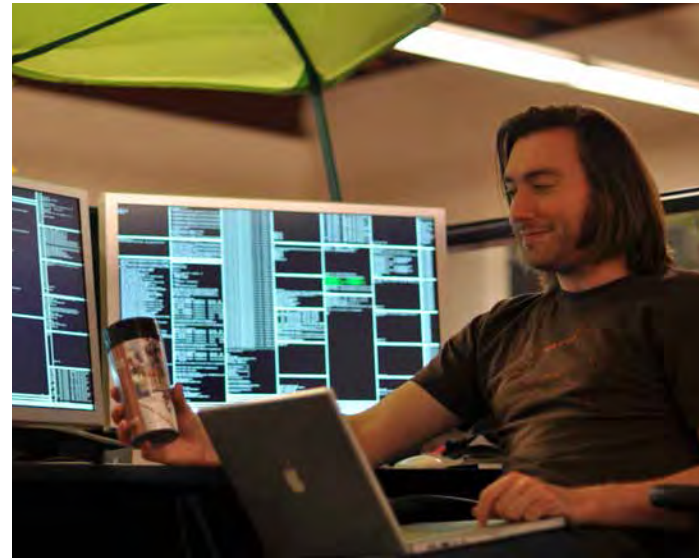
### 4. PARK

This use allows for a public urban park that is approximately 4.0 acres in size. This use and its general location and size is identified in the WS/SFCP. This park will be centrally located in the north portion of Area 4 with frontage along Grimmer Boulevard and a new main road (north/south) that acts as one of the main axes of the Master Plan. This park will have residential adjacencies and serve as the main open space for Area 4 and a primary open space for the larger WS/SFCP area, as well as providing adjacent play area for school children.

Throughout the Master Plan it is also anticipated that an additional 5 acres of urban public parks will be provided which will offer various leisure and recreational opportunities.







### 5. INDUSTRIAL (RESEARCH & DEVELOPMENT)

Industrial uses are allowed within approximately 24 acres of Area 4, including research & development. Research and Development is defined by the WS/SFCP, as “research, routine product testing, experimental production and the training of personnel” (WS/SFCP, 2014, pg. 19).

Other commercial uses, including without limitation office, retail, convention center, and hotel uses, also are permitted in accordance with Table 18.49.040(a) of the WSI District, as applicable to Planning Area WSI-4.

Buildings are a minimum building intensity of 0.5 FAR. In total, there are approximately 24 acres of this use in Area 4.

This use is located in the southern most portion of the Master Plan adjacent to the Tesla Motors manufacturing factory as to provide the best transition between an existing industrial use to office and residential uses. Adjacency to the Tesla manufacturing factory also helps build upon the “innovation” identity desired for the Area. Its proximity to the future BART station and Innovation Way offers convenient and diverse access points for future employees to the area.



### 6. URBAN CORRIDOR OVERLAY

This overlay focuses on the main spine of Area 4—Innovation Way. The main purpose of this overlay area is to ensure that development along Innovation Way achieves an intensified urban character and environment that promotes a pedestrian friendly, walkable, active and inviting experience. Section 2.3 Focus Areas further discusses this focus area overlay as it relates to Innovation Way.



# 2.2 LAND USE TARGET INTENSITY

## AREA 4 MASTER PLAN

The target intensity information set forth by the WS/SFCP are estimates provided “to guide development and ensure that housing, employment, and sustainability goals are achieved” (WS/SFCP, 2014, pg. 20). The tables and diagrams in this section show target intensities for Area 4 recommended by the WS/SFCP and those proposed in Lennar’s Area 4 Master Plan.

Overall, Lennar’s Area 4 Master Plan target intensities are consistent with the target intensities outlined in Mix C for Area 4 in the WS/SFCP. Residential densities within the ¼ mile and ½ mile radii of the new BART station are at the required minimum density. The proposed Office, Retail and Industrial (research & development) uses are proposed at intensities intended to achieve targeted job creation.

Given the WS/SFCP targets are estimates, the proposed Office, Retail and Industrial (research & development) intensity figures are intended as starting target/minimums that have the potential to increase to the maximum allowed intensity based on market conditions and CEQA traffic analysis limits.

### Warm Springs/South Fremont Community Plan Target (PREFERRED MINIMUM BUILDING INTENSITIES)

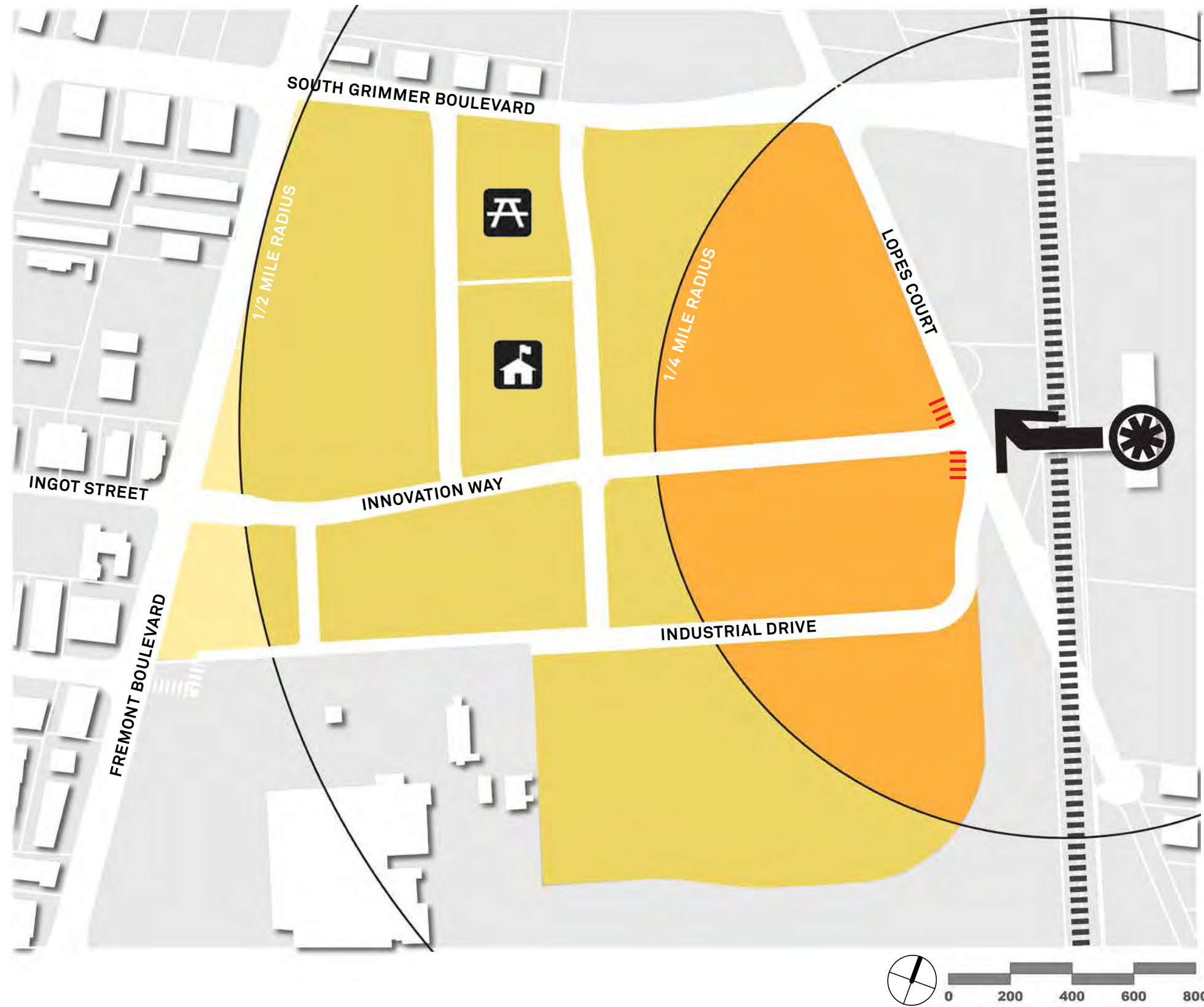
Mix C, Area 4	Residential	Assumed Residential NET acres	Minimum Residential Density (du/ac)	Office & Convention	Retail & Entertainment	Research & Development	School (Gross acres)	Park (gross acres)
1/4 mile from BART	1,025 du	20.5	50	2,904 jobs	92 jobs	1,096 jobs	N/A	N/A
1/2 mile from BART	1,175 du	39.1	30					
<b>Total</b>	<b>2,200 du</b>	<b>59.6</b>	<b>36.9</b>	<b>686,070 sf</b>	<b>27,500 sf</b>	<b>686,070 sf</b>	<b>5.0</b>	<b>4.0</b>

### Lennar's Area 4 Master Plan Proposed Target Intensity

Mix C, Area 4	Residential	Approximate Residential NET acres	Calculated Residential Density (du/ac)	Office & Convention, Retail & Entertainment	Industrial (Research & Development)	School (Gross acres)	Park (gross acres)
1/4 mile from BART	1,030 du	20.6	50	2,996 jobs	1,096 jobs	N/A	N/A
1/2 mile from BART	1,184 du	37.6	32				
<b>Total</b>	<b>2,214 du</b>	<b>58.2</b>	<b>38.1</b>	<b>703,270 sf</b>	<b>686,070 sf</b>	<b>5.0</b>	<b>4.0</b>

# 2.2 LAND USE TARGET INTENSITY

## AREA 4 MASTER PLAN



- ≥ 50 DU/AC INTENSITY
- ≥ 30 DU/AC INTENSITY
- A URBAN PARK
- 🏠 URBAN SCHOOL
- GATEWAY PLAZA
- ⊛ WARM SPRINGS/SOUTH FREMONT BART STATION
- UNION PACIFIC RAILROAD

RESIDENTIAL TARGET INTENSITY DIAGRAM

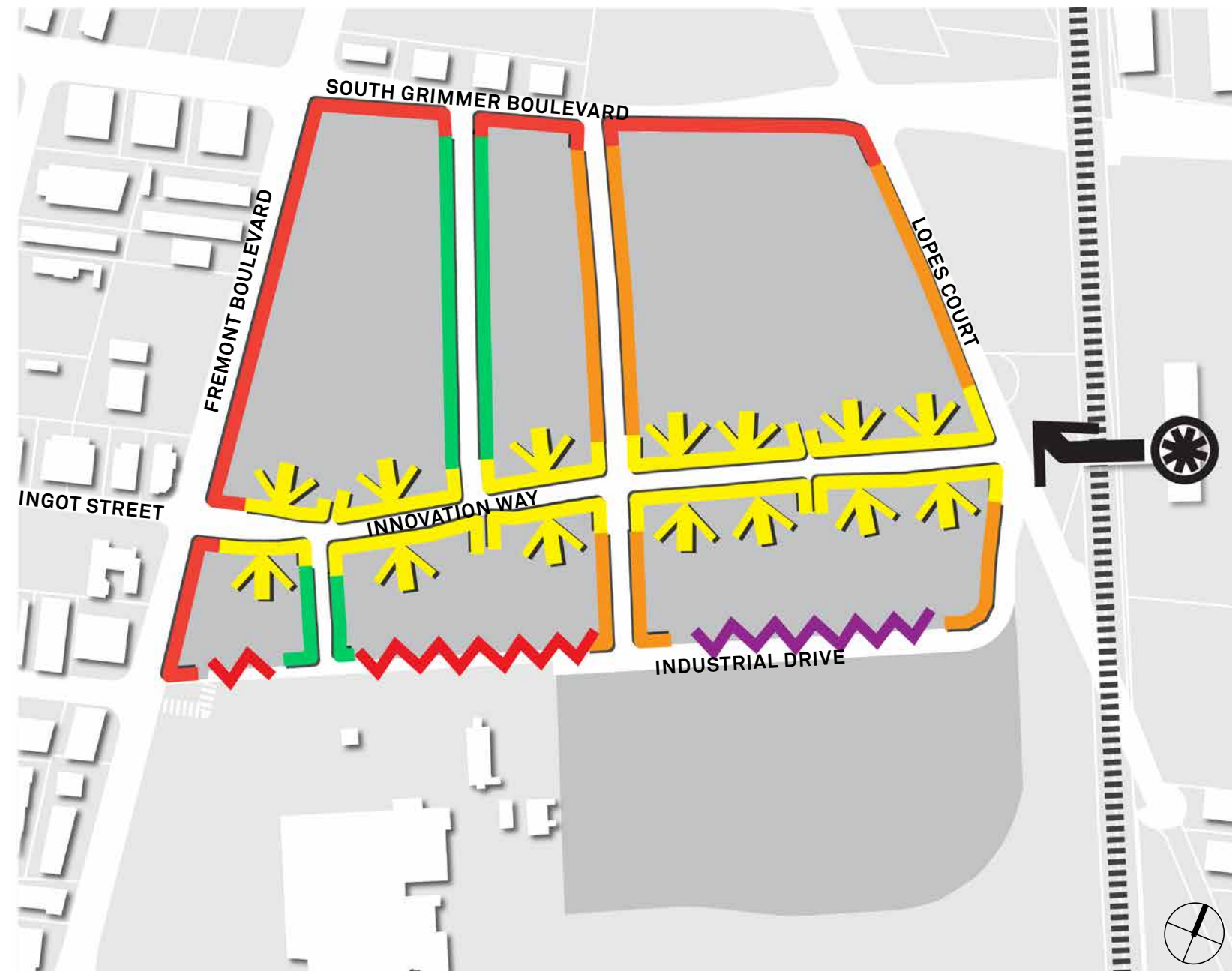
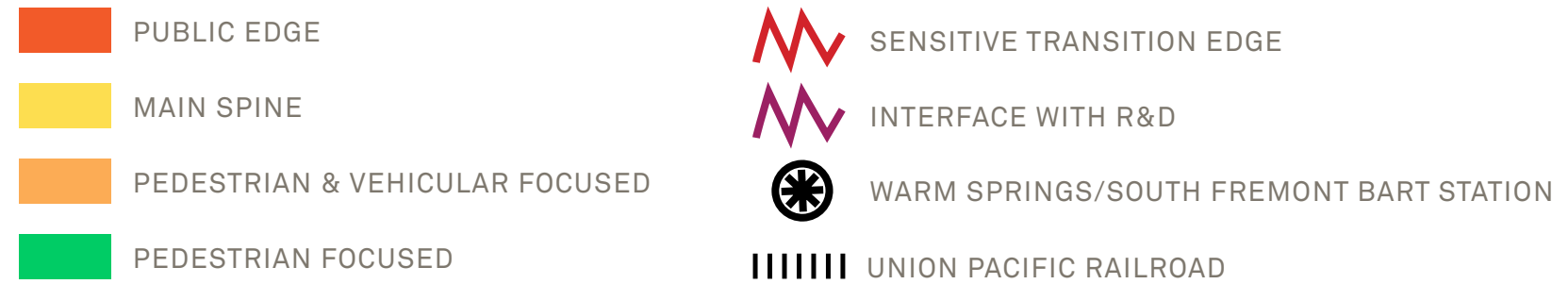
## 2.3 FOCUS AREAS: EDGE TREATMENTS

### AREA 4 MASTER PLAN

To ensure that the Area 4 Master Plan achieves quality development that promotes walkability and a pedestrian friendly environment Lennar is also examining the site in terms of several focus areas: key edges, Innovation Way, and Urban Mixed-Use blocks.

Edge treatments are identified in the focus area diagram in six categories that represent the different levels of public realm interface with pedestrians and/or vehicles and bicycles. These six categories recognize surrounding adjacencies where enhanced design and detail to achieve the indicated level of public realm interface are necessary. In general, buildings located within these key edges will be designed to achieve ground floor activation and engage with the public realm.

Innovation Way, represented as the “main spine” in the focus area diagram, is recognized as the central corridor for all of Area 4 and thus has been included in the Master Plan’s land use strategy as an Urban Corridor Area. More detail on the Innovation Way focus area is provided in the next section.



KEY EDGES DIAGRAM

# 2.3 FOCUS AREAS: INNOVATION WAY

## AREA 4 MASTER PLAN

- URBAN STACKED FLATS
- MIXED-USE PODIUM/WRAP
- URBAN SCHOOL
- OFFICE/RETAIL
- GROUND FLOOR RETAIL
- URBAN CORRIDOR AREA
- WARM SPRINGS/SOUTH FREMONT BART STATION
- UNION PACIFIC RAILROAD



The main focus of Lennar’s proposed Area 4 Master Plan will be the west-to-east roadway, Innovation Way. This will be the most image-able experience of the project and the area of the project that will showcase the area’s identity as an Innovation Hub. This is one of the most social areas of the project and the piece of the project that people, be they residents, workers or visitors, will interact with most. Innovation Way will serve as the major gateway to Area 4 from Fremont Boulevard from the west and also from Lopes Court and the Warm Springs/ South Fremont BART Station to the east. The side streets running north to south off of Innovation Way will serve as front doors to the surrounding neighborhoods.








Innovation Way itself is conceived as a sequence of public realm experiences with the most intensive commercial uses closest to the BART Station, transitioning to urban mid-rise residential to the west towards Fremont Boulevard. Ground floor activation along Innovation Way will be essential in the creation of an active and walkable environment that will achieve an urban character.

INNOVATION WAY CONCEPTUAL IMAGERY AND APPROACH

# 2.3 FOCUS AREAS: URBAN MIXED USE BLOCKS

## AREA 4 MASTER PLAN

The Urban Mixed Use blocks along Innovation Way are a key component to the urban character of this main urban corridor. These blocks contain multi-family residential, commercial (class A office), retail, and open space, all of which are designed to work together to create an active and vibrant neighborhood with an intensified urban character.

-  MIXED-USE PODIUM/WRAP
-  AFFORDABLE MIXED USE PODIUM/WRAP
-  GROUND FLOOR RETAIL
-  COMMERCIAL CLASS A OFFICE
-  URBAN CORRIDOR AREA
-  WARM SPRINGS/SOUTH FREMONT BART STATION
-  UNION PACIFIC RAILROAD



INNOVATION WAY RESIDENTIAL MULTIFAMILY CONCEPTUAL IMAGERY

# 2.3 FOCUS AREAS: URBAN MIXED USE BLOCKS

## AREA 4 MASTER PLAN

### COMMERCIAL OFFICE (CLASS A) PARKING STRATEGY

While the WS/SFCP and this Master Plan locate commercial uses adjacent to public transportation options, reducing dependence on vehicles, the provision of adequate convenient parking is critical to the viability of commercial uses. Accordingly, the commercial pads and surrounding uses have been designed to provide flexible parking options.

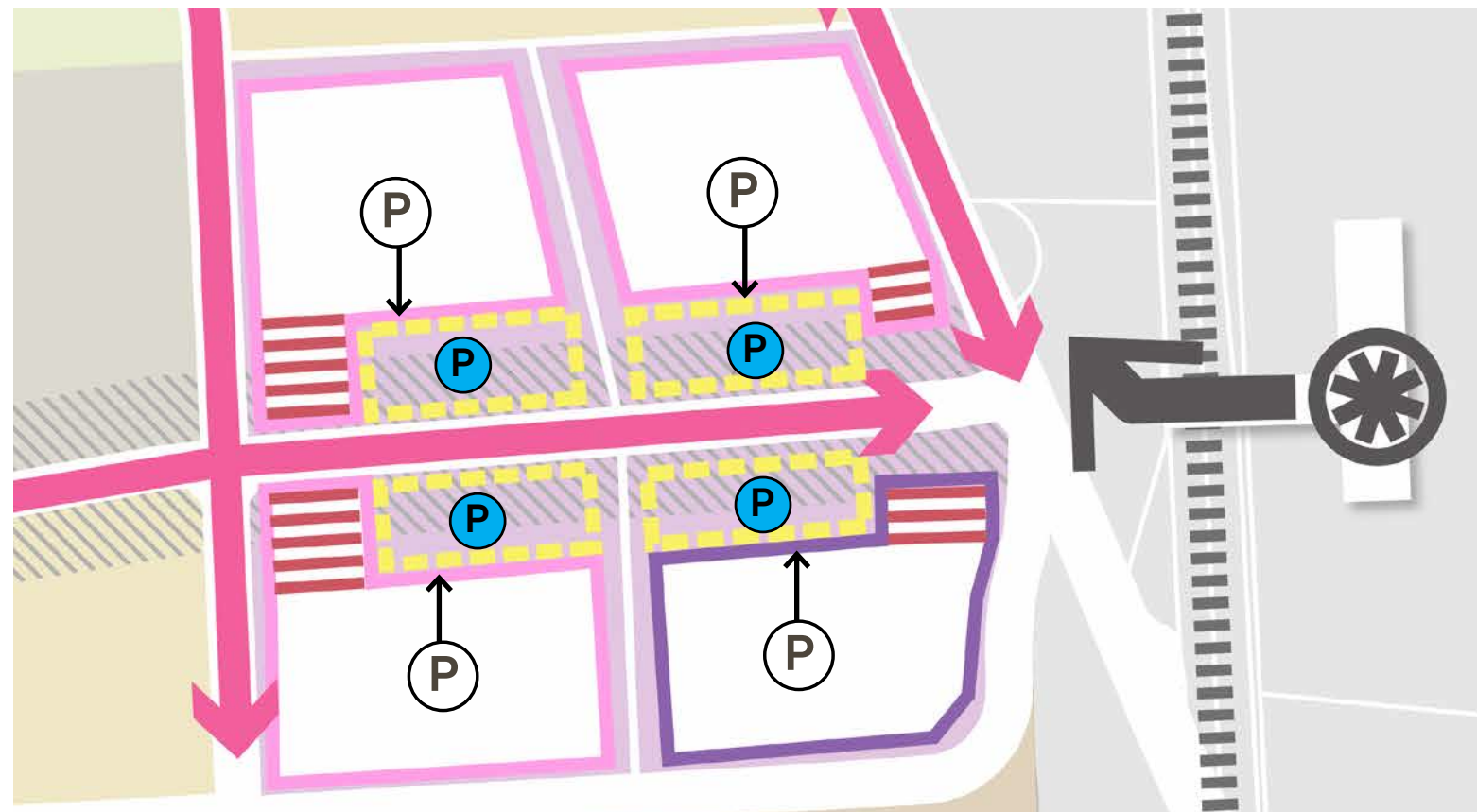
The land sites have been sized to allow for on-site subterranean parking for direct, self contained parking. In addition, the parking garages for the multi-family wrap buildings immediately adjacent could be designed to provide dedicated parking readily accessible to the commercial uses.






PARKING CAN BE SUBTERRANEAN

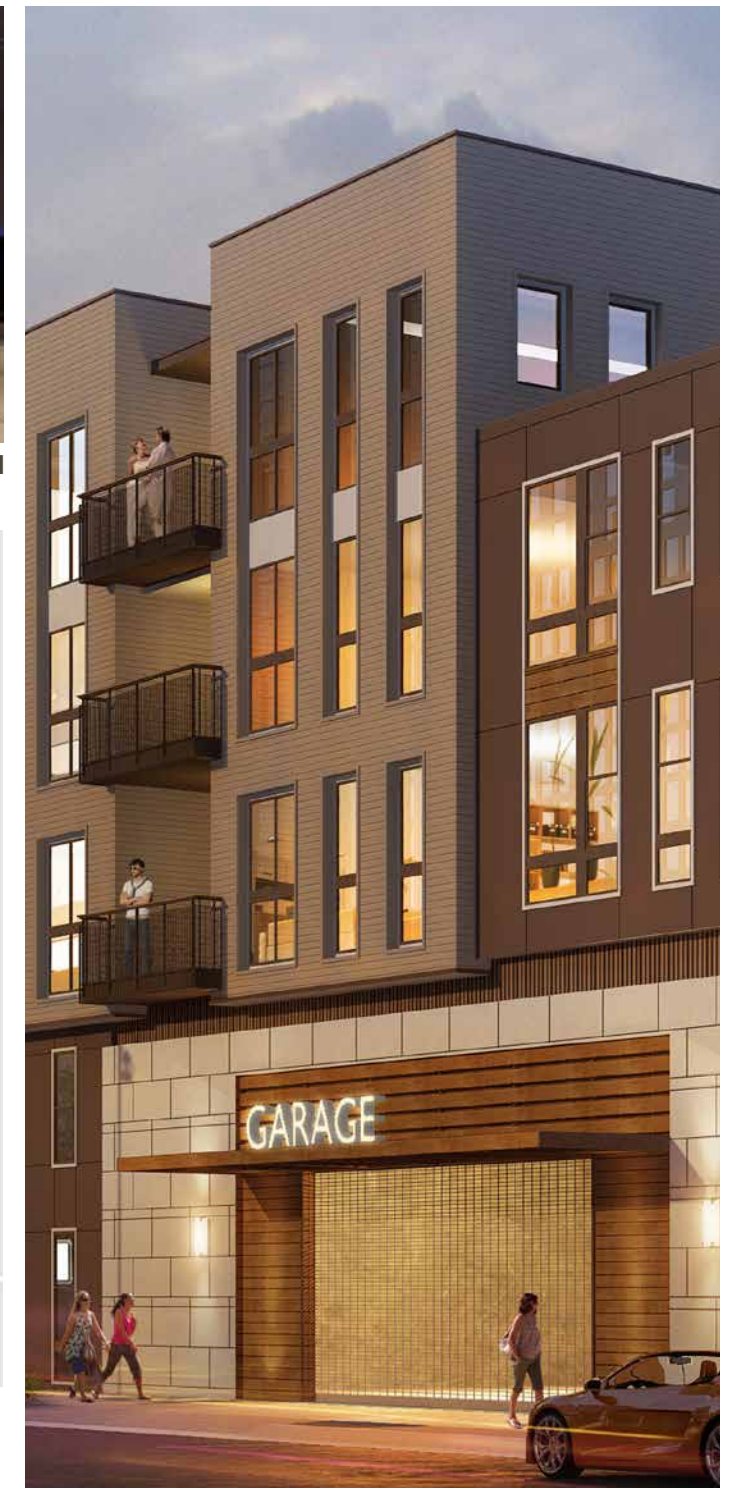


ACCESS TO PARKING AND OFFICE IS PROVIDED THROUGH AN URBAN PLAZA



CONCEPTUAL COMMERCIAL OFFICE (CLASS A) PARKING STRATEGY

-  POTENTIAL ON-SITE SUBTERRANEAN PARKING
-  MULTI-FAMILY WRAP PARKING GARAGE
-  COMMERCIAL OFFICE/PARKING GARAGE ACCESS



AN EXAMPLE OF PARKING ACCESS WITHIN A MULTI-FAMILY BUILDING

# 3.0 PUBLIC REALM & TRANSPORTATION | 3.1 STREET NETWORK

## AREA 4 MASTER PLAN

Lennar's Area 4 Master Plan addresses and builds upon the public realm and transportation framework set forth within the WS/SFCP.

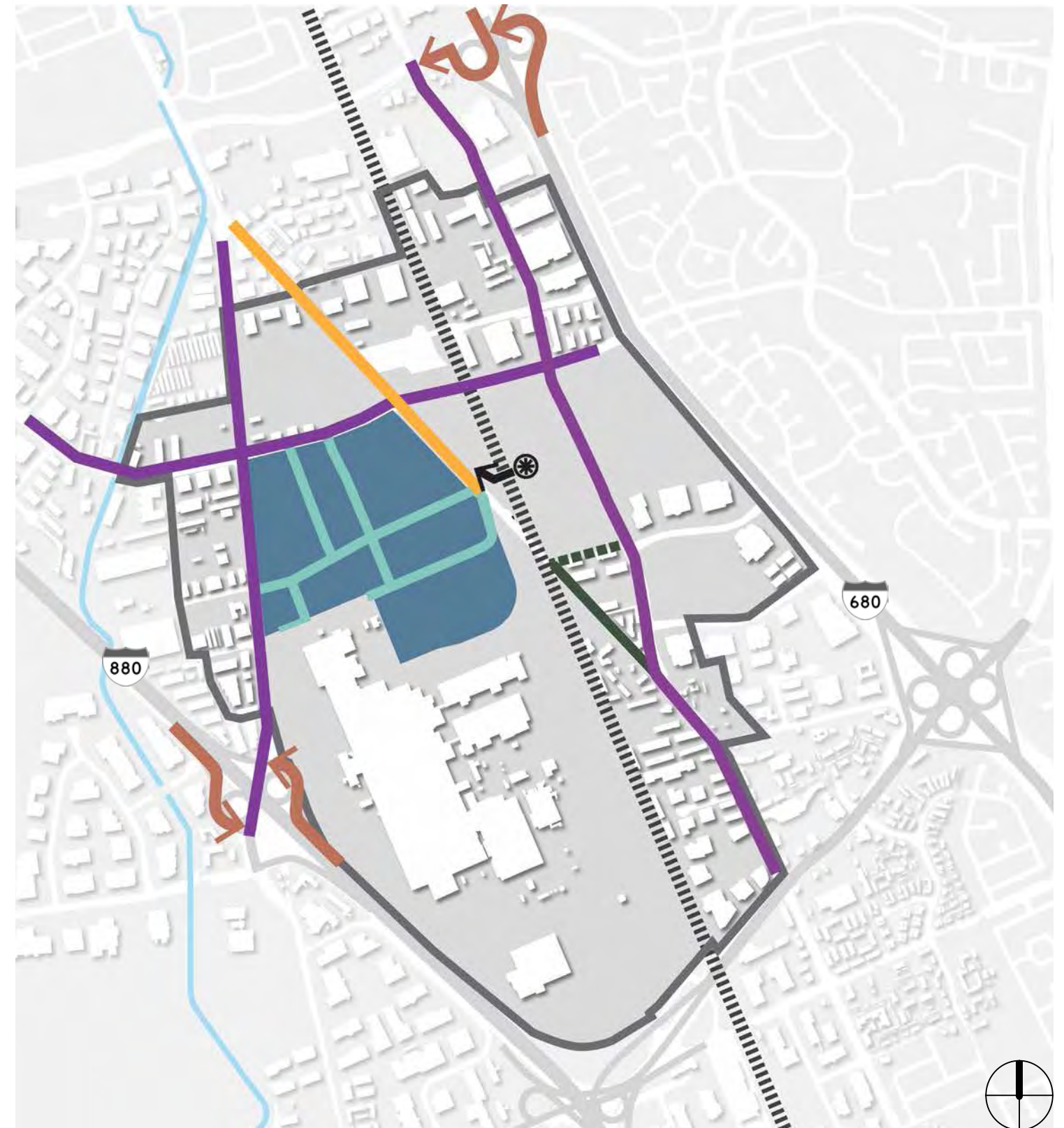
The WS/SFCP calls for a robust public realm that reduces the dependence on cars and provides a transportation network that includes a broad range of systems and facilities to accommodate the intensity of proposed uses. The following sections discuss in detail Lennar's approach to this framework; providing guidelines for development where applicable.

### 3.1 STREET NETWORK

The proposed network of "complete streets" in Area 4 follows the street typologies provided in the WS/SFCP. Urban Corridors such as Fremont Boulevard and Grimmer Boulevard remain as such, as do Urban Streets such as Innovation Way, Lopes Court, and the main North/South Street. Industrial Drive and Local Streets which were **conceptual** in the WS/SFCP, are also proposed in locations indicated in the WS/SFCP.

In general, all proposed street typologies meet or exceed the WS/SFCP ROW dimensions. Where proposed typologies may differ is in dimensions of street sections to provide required space for fire access, bicycle paths and infrastructure as necessary. The proposed street typology diagram and street sections on the following pages further illustrate these details.

-  PROJECT SITE
-  EXISTING URBAN CORRIDOR
-  EXISTING URBAN STREET
-  EXISTING INDUSTRIAL STREET
-  CONCEPTUAL INDUSTRIAL STREET
-  AREA 4 MASTER PLAN MAJOR ROADS
-  FREEWAY EXIT RAMPS
-  WARM SPRINGS/  
SOUTH FREMONT DISTRICT
-  WARM SPRINGS/SOUTH FREMONT  
BART STATION
-  UNION PACIFIC RAILROAD

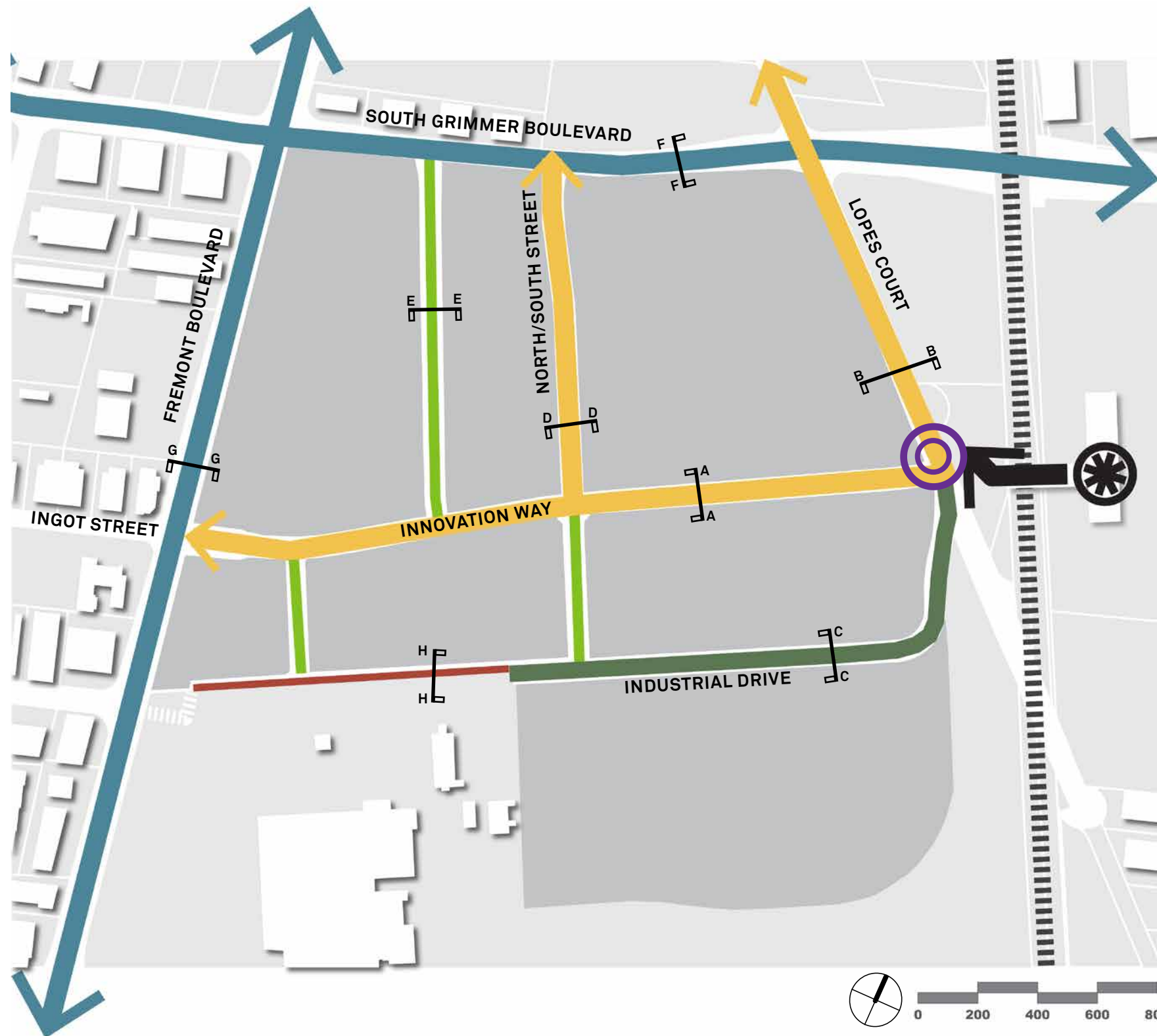


VICINITY - STREET HIERARCHY DIAGRAM

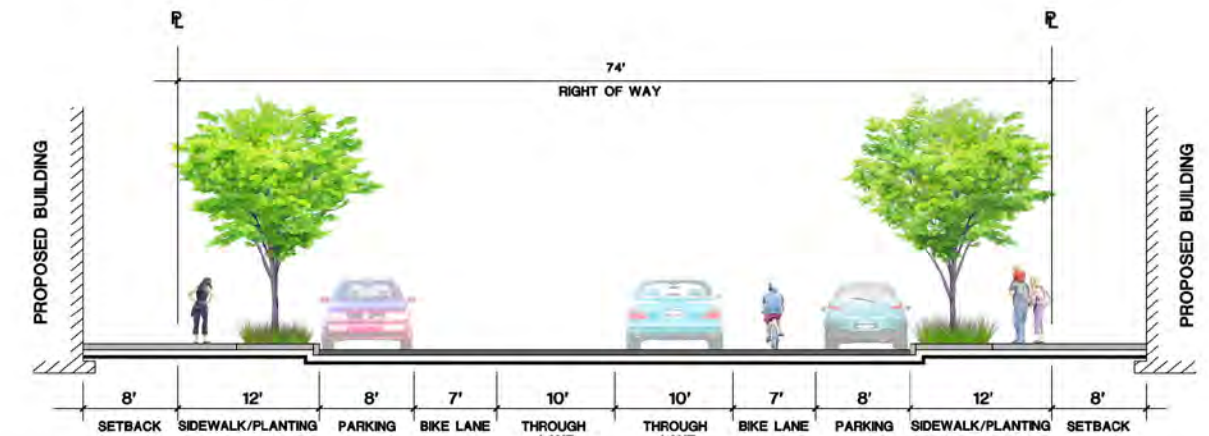


# 3.1 STREET NETWORK

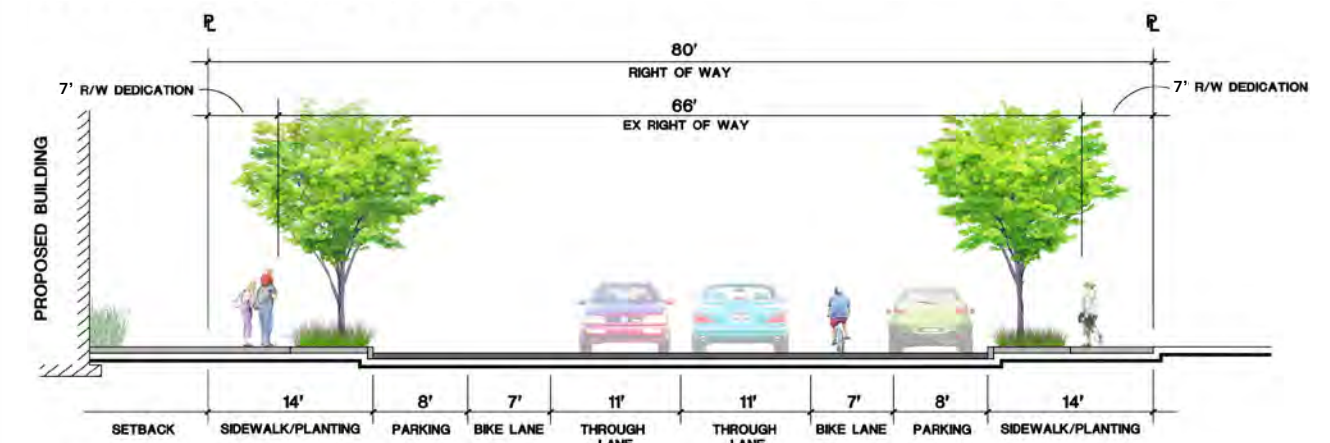
## AREA 4 MASTER PLAN



AREA 4 STREET TYPOLOGIES DIAGRAM



SECTION AA: INNOVATION WAY

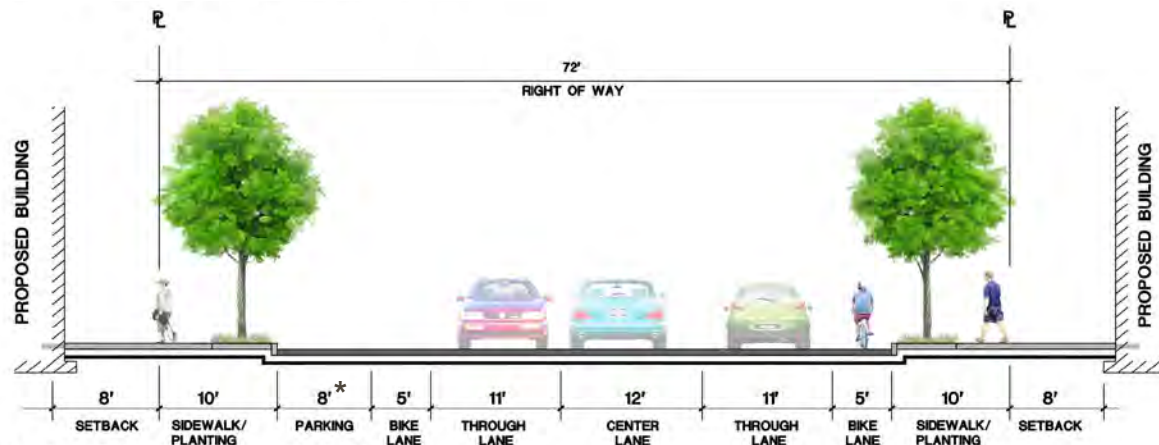


SECTION BB: LOPES COURT

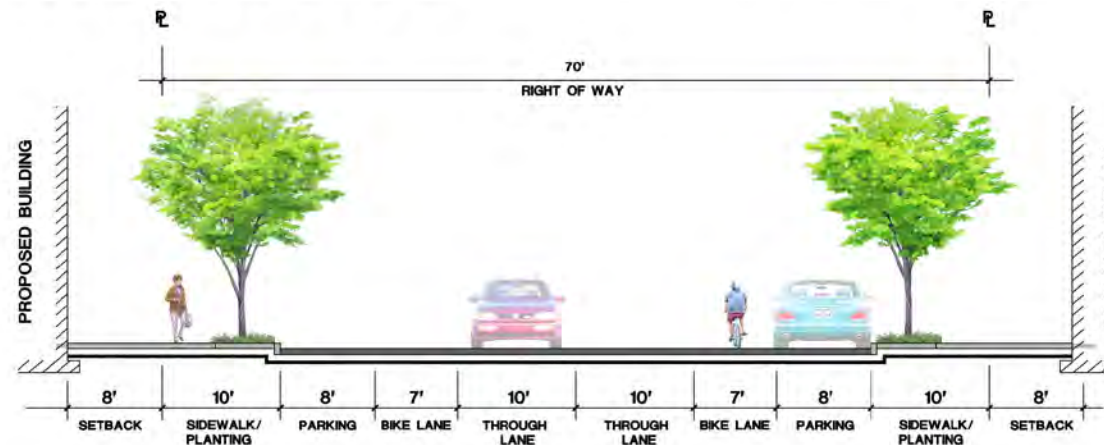
- URBAN CORRIDOR
- URBAN STREET
- LOCAL STREET
- PHASED LOCAL STREET
- INDUSTRIAL STREET
- ENHANCED INTERSECTION (RAISED SPEED TABLE)
- \* WARM SPRINGS/SOUTH FREMONT BART STATION
- UNION PACIFIC RAILROAD

# 3.1 STREET NETWORK

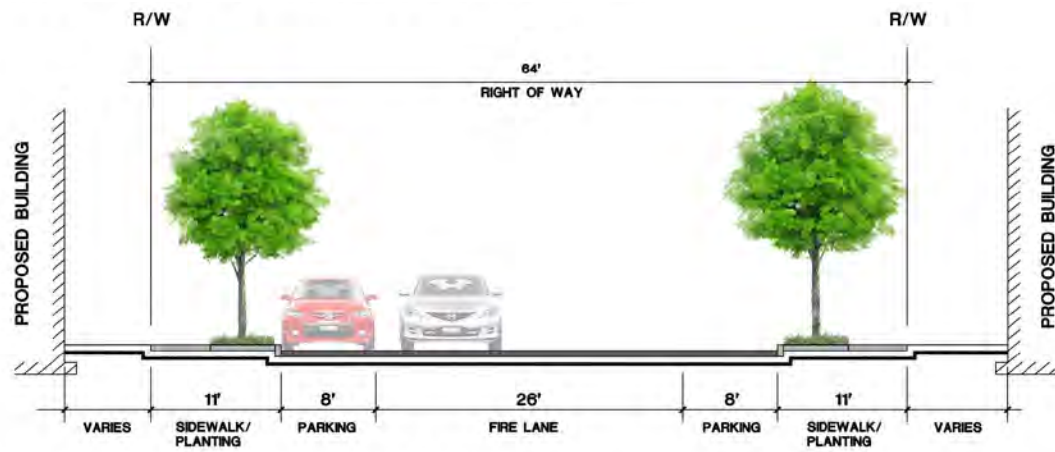
## AREA 4 MASTER PLAN



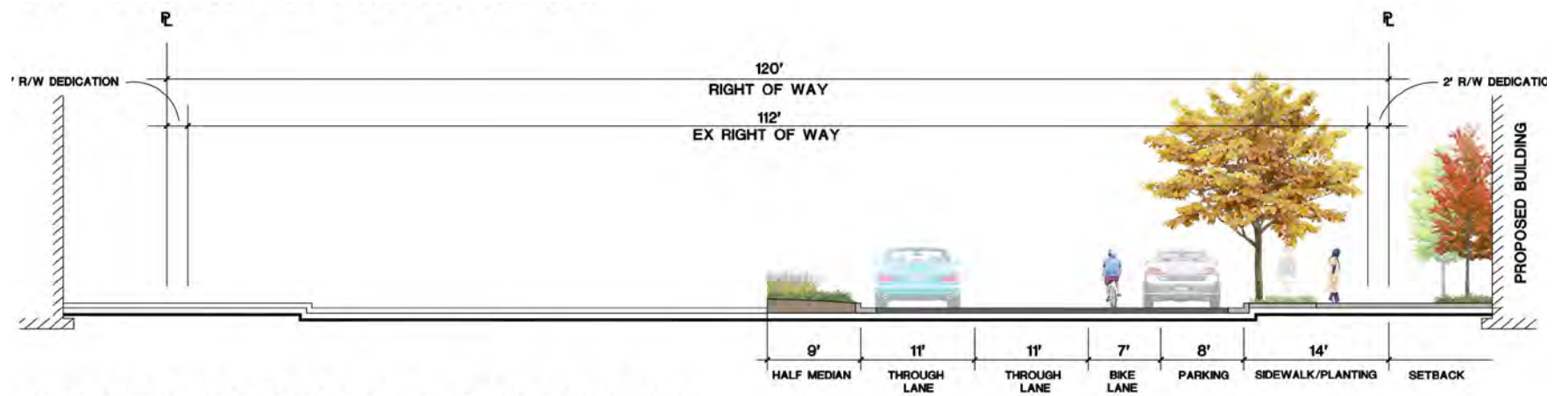
SECTION CC: INDUSTRIAL DRIVE  
\* ALONG RESIDENTIAL USE FRONTAGES ONLY



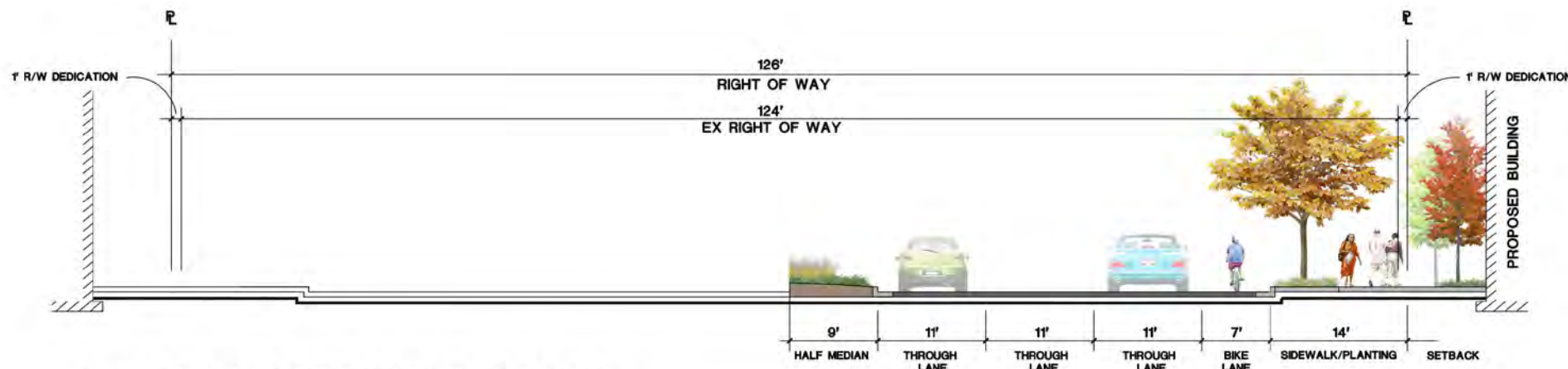
SECTION DD: NORTH/SOUTH STREET



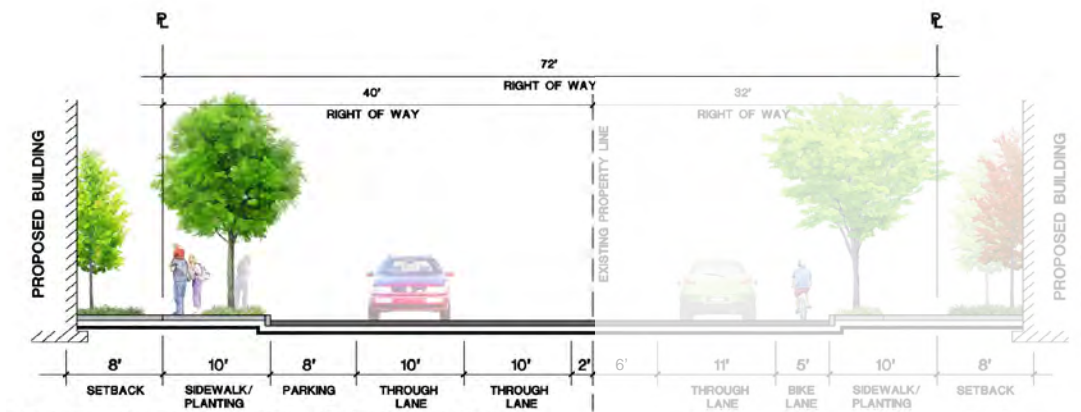
SECTION EE: LOCAL STREET (A & B STREET)



SECTION FF: SOUTH GRIMMER BOULEVARD



SECTION GG: FREMONT BOULEVARD



SECTION HH: HALF STREET (INDUSTRIAL DRIVE) - INTERIM SECTION

ALONG TESLA MOTORS PROPERTY  
\*FUTURE PROPOSED

# 3.2 BLOCK DIMENSION

## AREA 4 MASTER PLAN







Connectivity, access and mobility are important elements in the success of a new community. These elements are achieved through a street network pattern, based on the WS/SFCP established guidelines of block lengths not exceeding 400 feet.

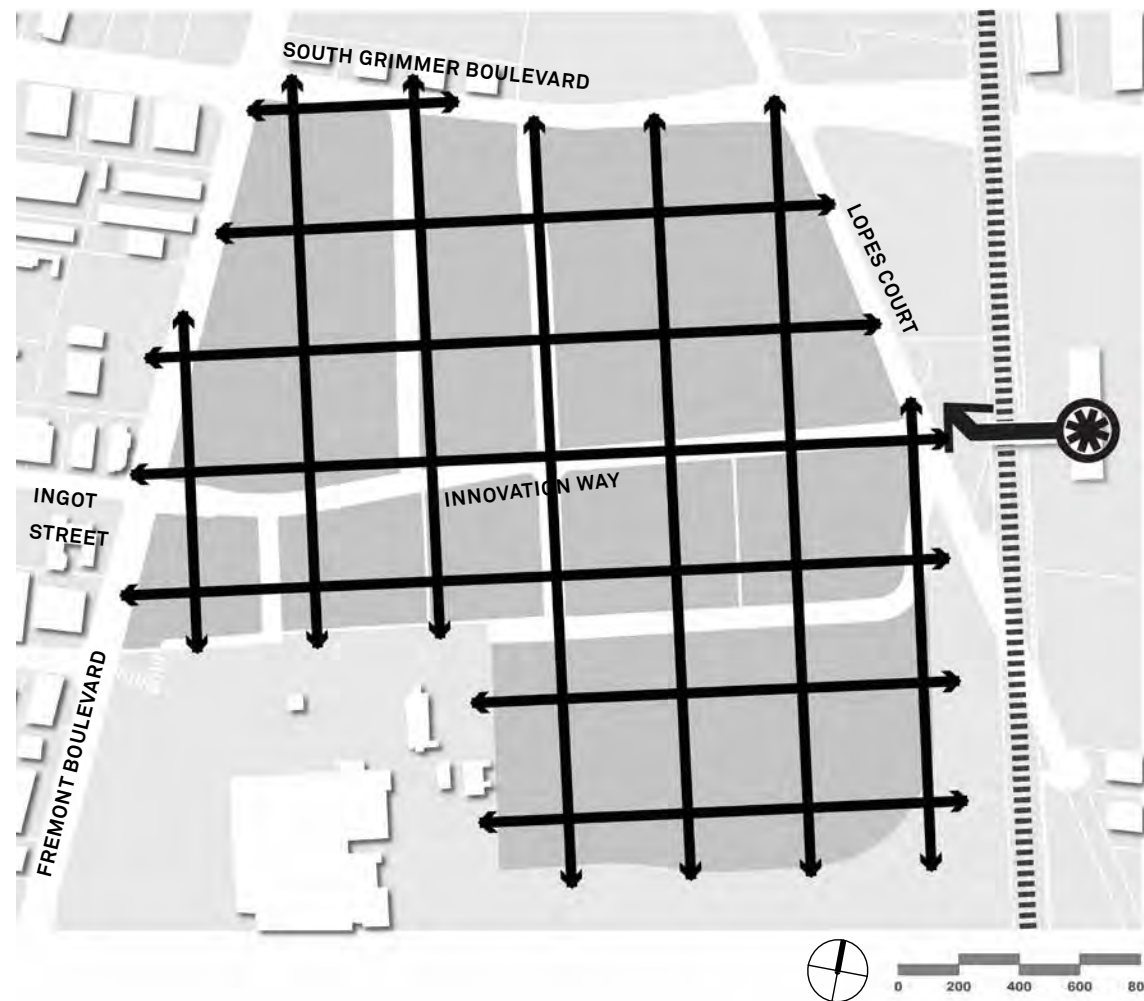
To achieve connectivity, access and mobility in Area 4, Lennar's Master Plan proposes neighborhood blocks that build upon a 400-foot grid overlaid on the site area as shown on the diagrams to the left.

The 400-foot grid overlay utilizes Innovation Way and the North/South Street as the main axes and offsets 400 feet in each direction. The Master Plan's block dimensions incorporate the street network and provide for site blocks that are efficiently developable, yet penetrable, to ensure that connectivity, access and buildable projects can be achieved throughout the area.

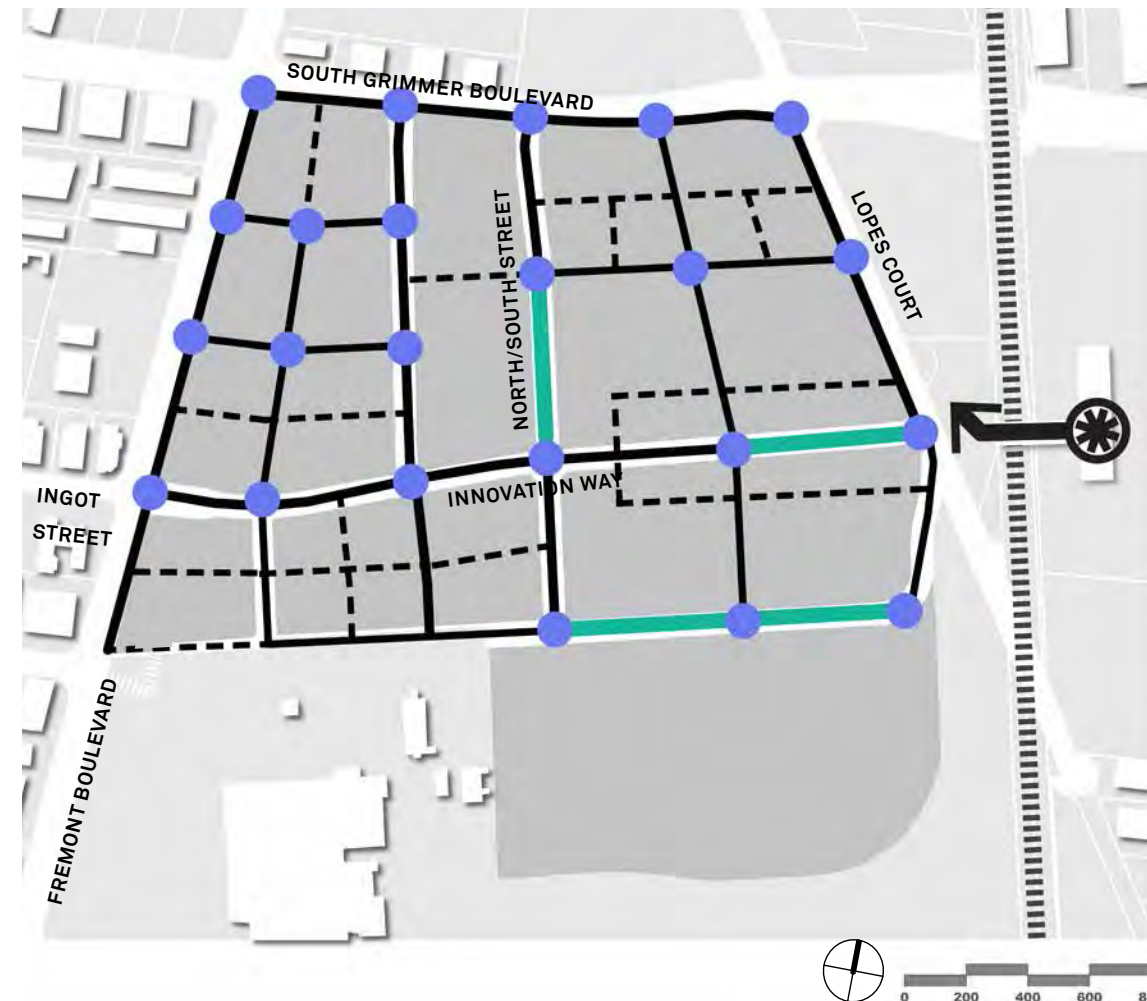
Where a limited number of multifamily blocks the exceed the 400-foot goal is exceeded, these block are broken down with a mix of uses, building modulation, and urban plazas to provide a more fine grained block pattern.

-  PUBLIC STREET GRID LINES
-  WARM SPRINGS/SOUTH FREMONT BART STATION
-  UNION PACIFIC RAILROAD

-  INTERSECTION (CONCEPTUAL)
-  PUBLIC STREET (CONCEPTUAL)
-  PUBLIC EASEMENT/PATH (CONCEPTUAL)
-  > 400' BLOCK LENGTH
-  WARM SPRINGS/SOUTH FREMONT BART STATION
-  UNION PACIFIC RAILROAD



CONNECTIVITY: 400' BLOCK GRID DIAGRAM



CONCEPTUAL 400' BLOCK DIMENSION APPLICATION DIAGRAM

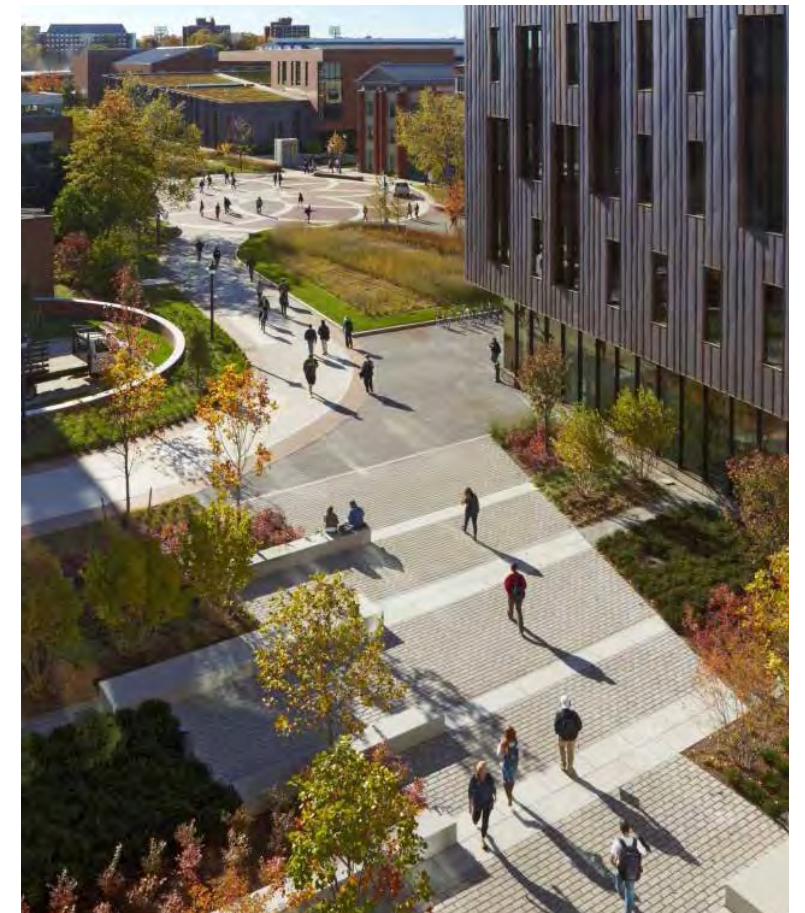
# 3.3 PUBLIC OPEN SPACE FRAMEWORK

## AREA 4 MASTER PLAN

The design intent for the open space within the Warm Springs/South Fremont Community Plan (WS/SFCP) Area 4 is to create a system of well-connected outdoor spaces easily accessible to the residential and workplace neighborhoods by the use of a network of pedestrian pathways, trails and streets. The visibility and convenience of the park system is designed to foster healthy lifestyles by encouraging walking, bicycling, and social interaction. The open space system will provide a diversity of experiences and destinations inviting use of the whole park system and fostering community spirit. The park system will provide for individual contemplative uses and structured group recreation activities. Each park or plaza will have a unique ambiance that is interwoven with the overall community place-making character. Sustainable elements will be seamlessly integrated into the design of the park system.

Some guiding principles that have helped shape the open space concept are as follows:

- Create **unique environments**. Community gateways, corner plazas, activated street fronts, all serve to create a sense of place within WS/SFCP Area 4. The BART Plaza is a source of energy that is drawn into the community with both visual and physical connections, creating a destination and social vibrancy at the core of the community.
- Create **livable streets**. In WS/SFCP Area 4, streets are an extension of the open space system and directly affect the quality of life in the community. Safe and comfortable streets that promote walking, bicycling, and transit use, encourage a sense of community and public interaction.
- Create a community landscape built on the concept of **sustainable**. Integrating stormwater management into the framework of the neighborhoods, using drought tolerant plant material, utilizing recycled and locally sourced materials, and helping to educate on the value of water conservation.
- Create an open space system that easily **connects** all residents and neighborhoods, providing ample spaces for people to gather and interact in a broad **variety** of activities.



# 3.4 LANDSCAPE TYPOLOGIES

## AREA 4 MASTER PLAN

Two distinct landscape types provide both structure and experiential variety while creating a diversity of open space. Development of parks is intended to coincide with phasing of adjacent residential and/or commercial parcels. The landscape typologies found in WS/SFCP Area 4 are:

- **Urban Park**  
A centrally located neighborhood park that serves as the backbone to the community's elementary school and open space system.
- **Urban Plaza**  
Public plazas designed for social gathering that serve as outdoor living rooms along Innovation Way.



- URBAN PARK
- URBAN PLAZA
- ⊛ WARM SPRINGS/SOUTH FREMONT BART STATION
- ||||| UNION PACIFIC RAILROAD

CONCEPTUAL PUBLIC OPEN SPACE DIAGRAM

# 3.4 LANDSCAPE TYPOLOGIES

## AREA 4 MASTER PLAN

### URBAN PARK

The Urban Park sits at the heart of the open space system. The park allows for the daily passive and active recreation needs of residents of the community. Easily accessible to the entire community, the Urban Park has amenities such as hard surface playing courts and multipurpose fields. The park is adjacent to the elementary school site and could serve as dual-use flex space for school activities.



### Urban Park Guidelines

- The following amenities shall be provided within each of the parks: seating, lighting, bicycle parking, and trash and recycling bins.
- Enhanced concrete and/or concrete unit paving is encouraged for all pedestrian plaza areas.
- Pedestrian scale lighting is encouraged, accent lighting at pedestrian gathering areas.
- Natural turf play areas are allowed.
- Ornamental planting shall be used around play areas.
- Shade trees may be planted throughout the parks.
- Art amenities are encouraged within the park.
- Play structures are encouraged within the park.
- Picnic areas are encouraged within the park.
- On-street food truck parking is subject to City approval.
- Community signage is allowed.
- Information kiosks are encouraged.



# 3.4 LANDSCAPE TYPOLOGIES

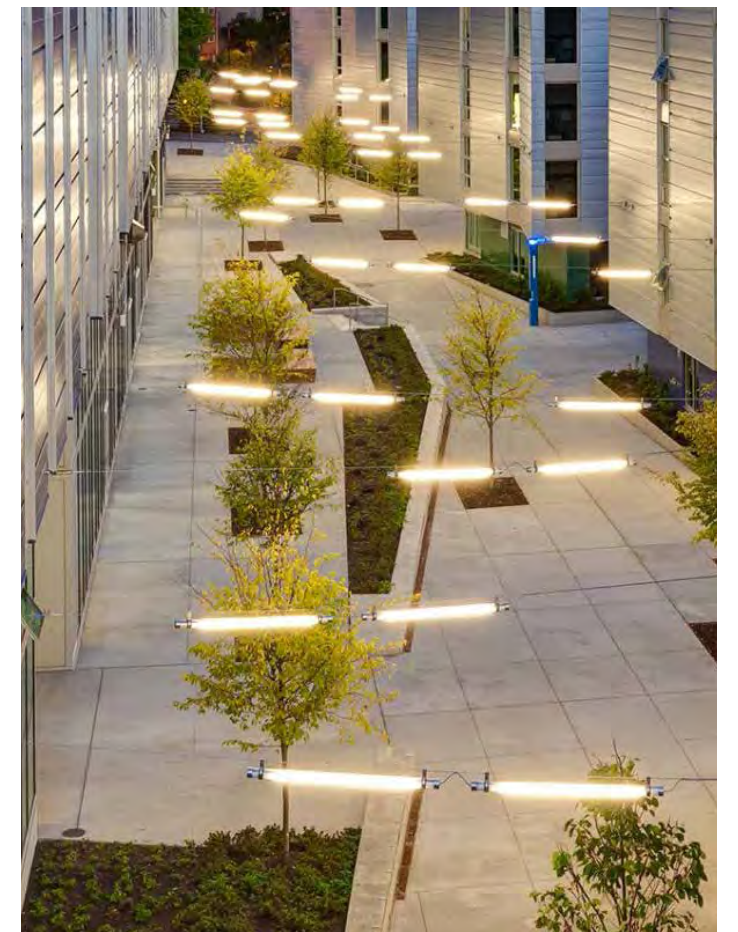
## AREA 4 MASTER PLAN

### URBAN PLAZA

Urban plazas are found at community gateways and along Innovation Way in the heart of the commercial/mixed-use district towards the Warm Springs/South Fremont BART Plaza. These plazas are primarily paved areas that provide places for people to mix and gather, or sit and relax. They also allow for pedestrian movement between BART, transit stops, and other open space areas.

#### Urban Plaza Guidelines

- The following amenities shall be provided within each of the parks: seating, lighting, bicycle parking, and trash and recycling bins.
- Seating shall be provided outside of retail and eating venues.
- Seat walls and elevated lawn areas shall be provided where flexible seating events are anticipated.
- Pedestrian scaled light fixtures shall be used throughout.
- Accent lighting is encouraged around special features or gathering places.
- Colored concrete or unit pavers shall be used in varying size and color.
- Stone paving shall be used as an accent paving material.
- Bike parking and storage shall be located in the plazas.
- Public art shall be woven into the design of these spaces.
- Ornamental planting shall be located throughout the plazas.
- Information kiosks are allowed.



# 3.5 PUBLIC ART

## AREA 4 MASTER PLAN

Public art has the ability to energize and transform communities into invigorating places to live and work. Public art pieces shall be realized through collaborative creative processes and be featured in the community's overall landscape. Public art installations throughout Area 4 will be diverse, varying from architectural embellishment to interactive pieces in the public space. Art will foster community placemaking, establishing a sense of identity for this new neighborhood, while connecting to local history and culture. The public art typologies found in Area 4 are:

- **Gateway Art**

Found at prominent points of entry to the community. Gateway art creates a sense of arrival and can also enhance commercial/retail areas with large eye-catching pieces that embellish facades, light poles, and landscape areas.

- **Connecting Art**

Found at key intersections, and viewable from multiple vantage points. These art pieces can serve as a way-finding tool and can be in a series that connect one to another, encouraging people to walk and explore.

- **Contemplative Art**

Found at various locations throughout the site in places accessible by the public. This art can also be interactive, working to engage the public on a pedestrian scale.



CONCEPTUAL PUBLIC ART DIAGRAM

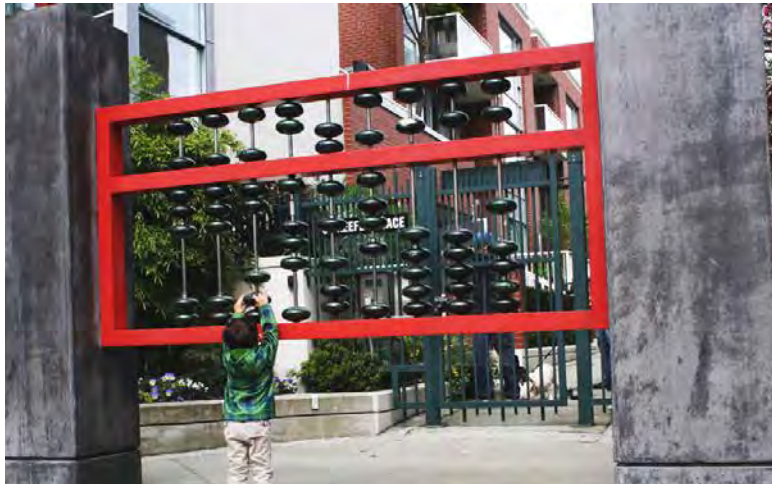


# 3.5 PUBLIC ART

## AREA 4 MASTER PLAN

### Public Art Guidelines

- Public art pieces will be in prominent locations, places that are visually accessible to the public, and places where public life occurs.
- Public art will engage the landscape, urban form, history, and culture that make the community distinct.
- Public art will be integrated, to the extent possible, into architectural, landscape, and infrastructure design.








PUBLIC ART EXAMPLES (THESE IMAGES ARE FOR REFERENCE ONLY)

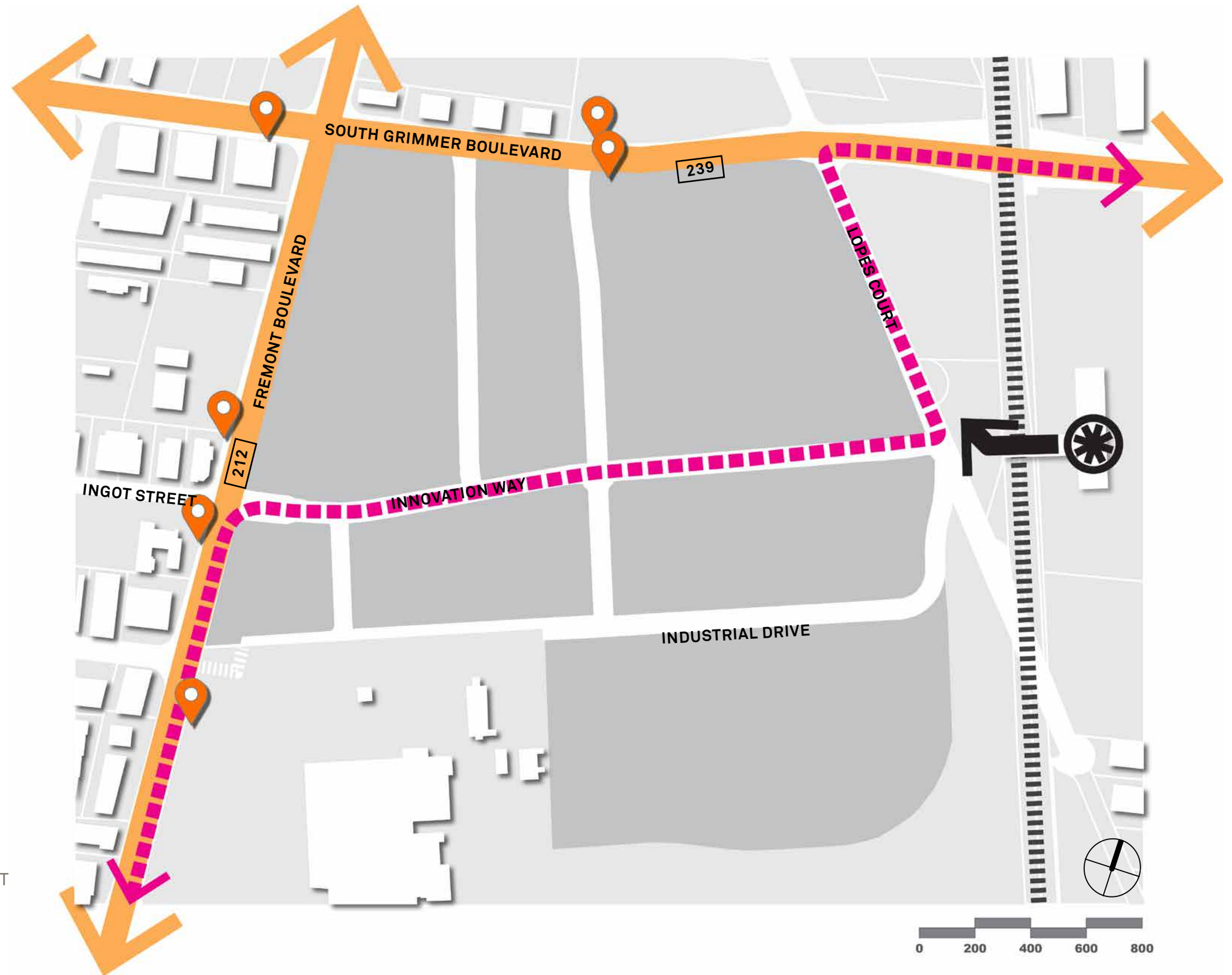
# 3.6 PUBLIC TRANSIT OPPORTUNITIES

## AREA 4 MASTER PLAN

Recognizing the transit-oriented development nature of Area 4, the Master Plan weaves into existing and future public transit networks to create a more walkable and sustainable community that connects to the larger WS/SFCP area and greater Bay Area.

Currently AC Transit bus routes 239 and 212, regional freeways I-880 and I-680, and the VTA connects Area 4 to other parts of the city and surrounding cities. Proposed in the WS/SFCP are additional AC Transit bus routes and VTA routes that will serve the Warm Springs BART station until the San Jose/Berryessa Station extension is underway. A district shuttle route running along Industrial Drive in Area 4 will be operated by a local transit agency or Transportation Management Association (TMA) is also proposed. The shuttle will circulate through the Warm Springs/South Fremont BART station area/Area 4 and surrounding neighborhoods connecting residents and employees to BART, Tesla Motors, and office and R&D jobs in the WS/SFCP.

-  AC TRANSIT ROUTE
-  AC TRANSIT BUS STOP
-  PROPOSED SHUTTLE ROUTE
-  WARM SPRINGS/SOUTH FREMONT BART STATION
-  UNION PACIFIC RAILROAD



PUBLIC TRANSIT OPPORTUNITIES DIAGRAM

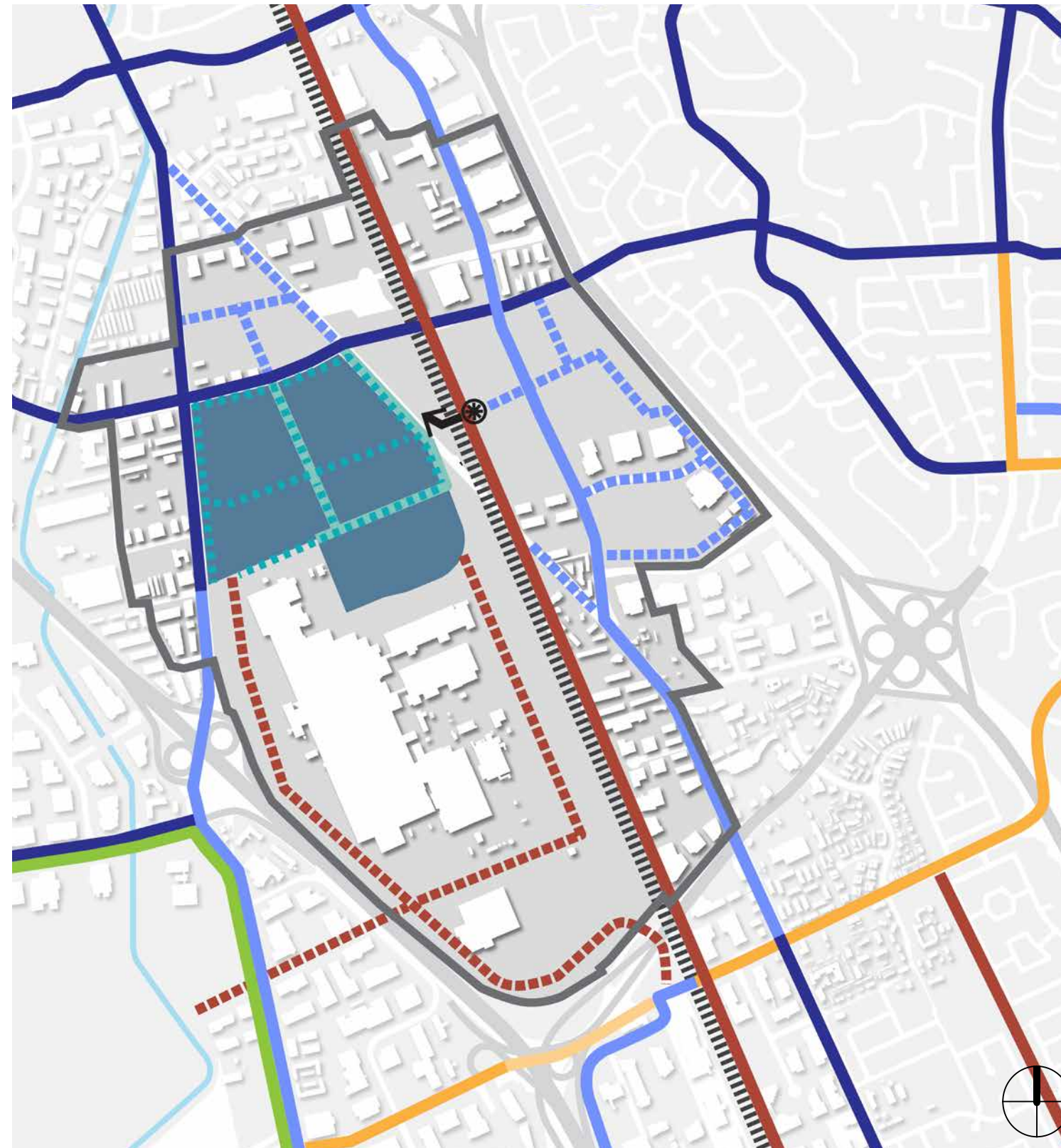
# 3.7 BICYCLE & PEDESTRIAN NETWORK

## AREA 4 MASTER PLAN

To promote a walkable, safe, and connected Area 4 community, the Master Plan proposes a bicycle and pedestrian network that enhances the framework set forth within the WS/SFCP. The WS/SFCP expands the existing bicycle network (as shown in the 2012 City of Fremont Bicycle Master Plan) with additional Class I, Class II and Class III routes.

Within Area 4, Class II and Class III bicycle routes are proposed to connect to the WS/SFCP routes. Class II bicycle routes are consistent with those proposed in the WS/SFCP and will run along the main spine road, Innovation Way, and along the key public edges such as Fremont Boulevard, South Grimmer Boulevard and Lopes Court to Industrial Drive. Class III bicycle routes are in addition to the bicycle routes proposed in the WS/SFCP and will run along the length of Industrial Drive and on the southern portion of the North/South Street connecting Industrial Drive to Innovation Way.

-  PROJECT SITE
-  EXISTING CLASS II BIKE LANE
-  EXISTING CLASS III BIKE ROUTE
-  PROPOSED CLASS I MULTI-USE PATH
-  PROPOSED CLASS II BIKE LANE
-  PROPOSED CLASS III BIKE ROUTE
-  COMMUNITY PLAN CONCEPTUAL CLASS I MULTI-USE PATH
-  COMMUNITY PLAN CONCEPTUAL CLASS II BIKE LANE
-  AREA 4 CLASS 2 BIKE LANE
-  SAN FRANCISCO BAY TRAIL
-  WARM SPRINGS / SOUTH FREMONT DISTRICT
-  WARM SPRINGS/SOUTH FREMONT BART STATION
-  UNION PACIFIC RAILROAD












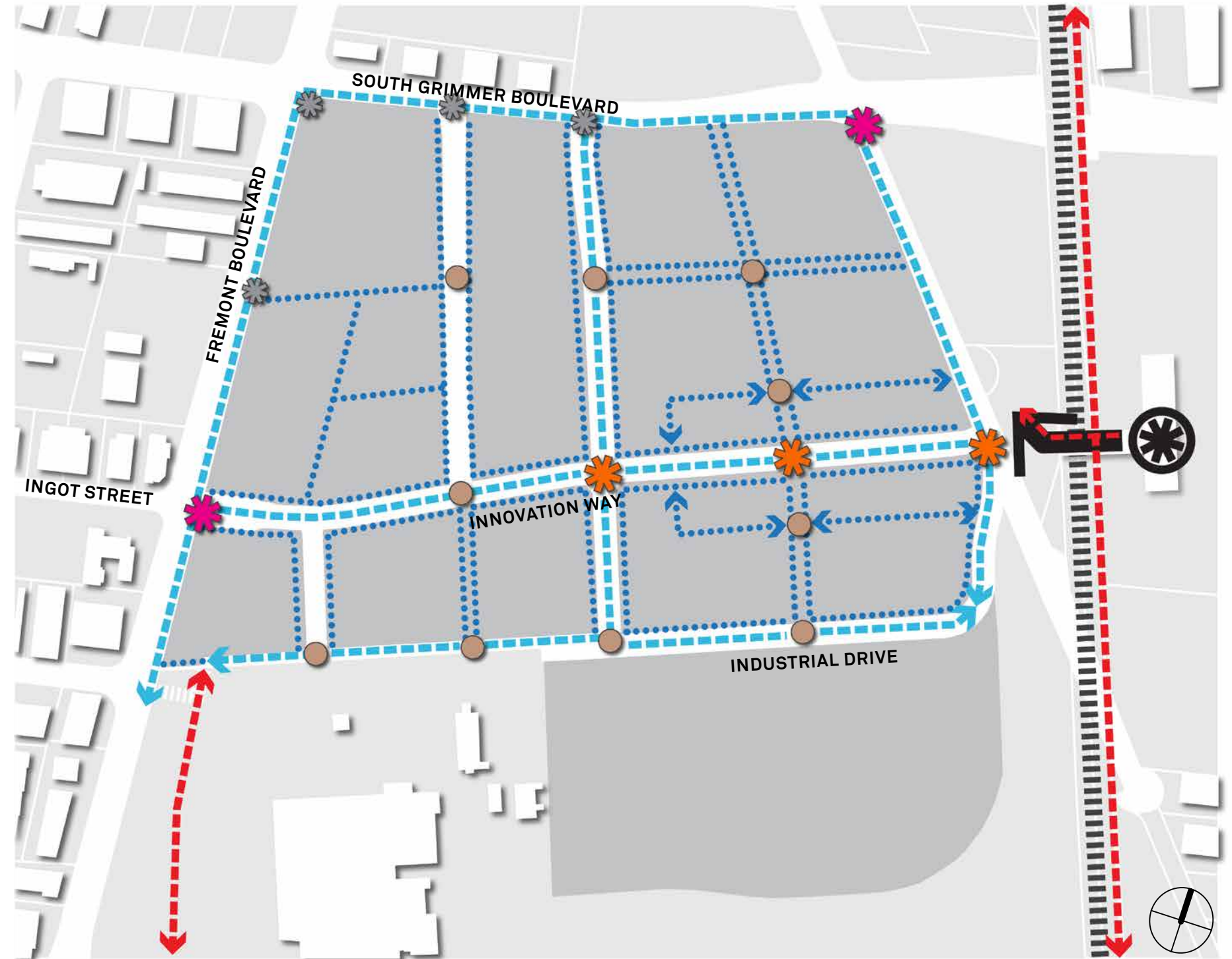
VICINITY MAP - BICYCLE NETWORK DIAGRAM

# 3.7 BICYCLE & PEDESTRIAN NETWORK

## AREA 4 MASTER PLAN

All proposed bicycle routes within Area 4 will intersect with public focus points such as an Urban Plaza, Gateway or Enhanced Pedestrian Crossings. These intersections will typically also connect with pedestrian routes in Area 4. Proposed pedestrian routes in Area 4 provides a safe route for pedestrians to get between residential neighborhoods, to and from the school, the large urban park, jobs along Innovation Way and in the industrial (research & development) area, and BART. These pedestrian paths also help define smaller neighborhood blocks which allows for more access and connectivity throughout the Master Plan.

-  CLASS I MULTI-USE PATH
-  CLASS II BIKE LANE
-  PEDESTRIAN ROUTE
-  URBAN PLAZA
-  MAJOR GATEWAY
-  MINOR GATEWAY
-  ENHANCED PEDESTRIAN CROSSING
-  WARM SPRINGS/ SOUTH FREMONT BART STATION
-  UNION PACIFIC RAILROAD



CONCEPTUAL BICYCLE & PEDESTRIAN NETWORK DIAGRAM

# 3.7 BICYCLE & PEDESTRIAN NETWORK

## AREA 4 MASTER PLAN

Class I bike lanes serves the exclusive use of bicycles and pedestrians and are protected from motorists with some form of a physical buffer.



Class II bike lanes are one-way bike travel lanes that are generally separated from the vehicle travel lane by a solid line. Class II bike lanes can be enhanced by coloring the inside of the travel lane, typically with a bright green.



# 3.8 LANDSCAPE SUSTAINABILITY

## AREA 4 MASTER PLAN

Integrating an ecological landscape approach into highly used urban sites presents not only a unique challenge, but an opportunity as well. Area 4 promotes sustainability as one of its core values and operating principles. Sustainability is incorporated throughout the parks, streets, and urban areas as an underlying directive, and components will be strategically implemented. To this end, the following categories have been identified:

- Energy Efficiency
- Sustainable Landscaping
- Water Conservation
- Stormwater Management
- Sustainable Materials Practices

### Energy Efficiency

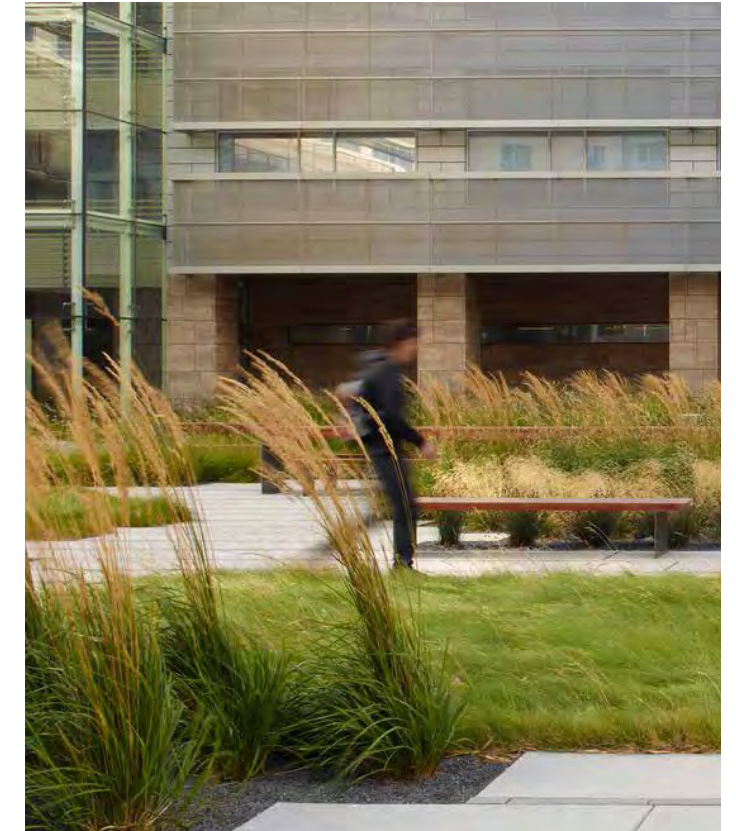
A high percentage of overall landscape energy usage involves lighting, thus, sustainable lighting creates an opportunity for significant reduction in energy use.

- Reduce light usage by incorporating motion activated lighting, dual level fixtures, etc.
- Ensure that all fixtures are dark-sky compliant.
- Use self-powered solar lighting where appropriate.
- Use energy efficient lighting sources such as LED.
- Identify sites where alternative energy sources may be used (e.g. wind turbines, solar panels on roof structures, etc.)



### Sustainable Landscaping

Use a mix of drought-tolerant and native plants that are climate appropriate. Promoting Bay-Friendly Landscaping principles, a series of sustainable landscaping concepts that outline practices that conserve water, energy and natural resources while nurturing the soil and aquifers and encourage reduction of landscaping construction and maintenance waste. Permaculture design, where the landscape is a self-nurturing ecosystem that requires less human intervention and fewer synthetics and chemicals to maintain, is also a concept that will be incorporated into park design, especially in sites where landscape must be able to thrive on its own.



# 3.8 LANDSCAPE SUSTAINABILITY

## AREA 4 MASTER PLAN

### Water Conservation

Water efficiency in irrigation systems and sustainable landscaping practices are becoming not just preferable but required, as local, state and federal mandates are put in place for public open spaces. The recently revised State mandate AB1881 now requires certain irrigation practices to reduce water usage such as limiting areas that can use spray or overhead irrigation and lowering the baseline water usage requirements. Smart irrigation systems that sense local precipitation and temperature and adjust the irrigation schedule automatically are also requirements for new projects.

Other opportunities to reduce overall water usage in park site design include the use of municipal reclaimed water. Once difficult to implement in public projects, these water-reclaiming systems are becoming more accepted and encouraged as a way to offset potable water use.



### Stormwater Management

Stormwater management implements systems to retain rainfall on sites instead of allowing it to leave the site via storm drains and gutters. Effective techniques include use of rain gardens or bioswales which can capture stormwater from parking lots and other paving areas associated with park sites, and use of permeable paving types, such as pervious concrete or asphalt or pervious unit pavers, instead of standard asphalt or concrete. These permeable hardscape surfaces allow rainfall to percolate directly into the ground on a site, reducing the load on storm drains and sewer systems.

Other stormwater management elements which can be considered are collection of rainfall from structure roofs into cisterns for future irrigation use on site, the use of green roofs on site structures, or collecting rainfall in educational “dry fountains” that allow park users to experience rainwater as an event to be celebrated.



### Stormwater Quality

The proposed project will treat all storm waters collected on impervious surfaces to prevent migration of water contaminants from the site.

All public roads will provide Low Impact Development (LID) source treatment in the landscape buffer between the roadside curb and sidewalk, allowing only pre-treated waters to enter the public trunk mains serving the streets as well as the future development parcels.

Treatment of storm waters on the development parcels will be handled individually by each site.

100-percent of waters collected on impervious surfaces will be treated by LID devices or sub-surface media filtration devices as appropriate for the site. Hydrologic performance of the proposed development will be studied to prevent an increase of peak flows from the site to avoid excess surcharge of the public system and reduce potential for increased erosion and sedimentation of the regional water ways.

### Sustainable Materials Practices

Use of recycled, locally-sourced or other “green” materials is an integral part of sustainable landscape design. The opportunity to support local economic growth by specifying site furnishings and other elements made by local manufacturers is significant, and there is a quantifiable savings in transport cost, energy and resources in selecting construction materials which are made from sources within a closer geographical range.

Selection of material that is rapidly renewable or use of sustainably harvested materials such as FSC certified lumber is also a way to reduce the carbon footprint. There is a great opportunity to incorporate the use of recycled materials into the landscape design of Area 4. Using recycled material, such as benches of recycled plastic or wood composite will be pursued.



# 4.0 SITE & BUILDING DESIGN

## AREA 4 MASTER PLAN

As the innovation hub of the WS/SFCP Area 4 will be characterized with buildings that reflect the creative and innovative nature of its inhabitants and users. Individually these buildings will encompass high level design, incorporating massing and form variation and utilizing quality materials and details to express a welcoming urban character that speaks to the human scale, particularly at the pedestrian street level.

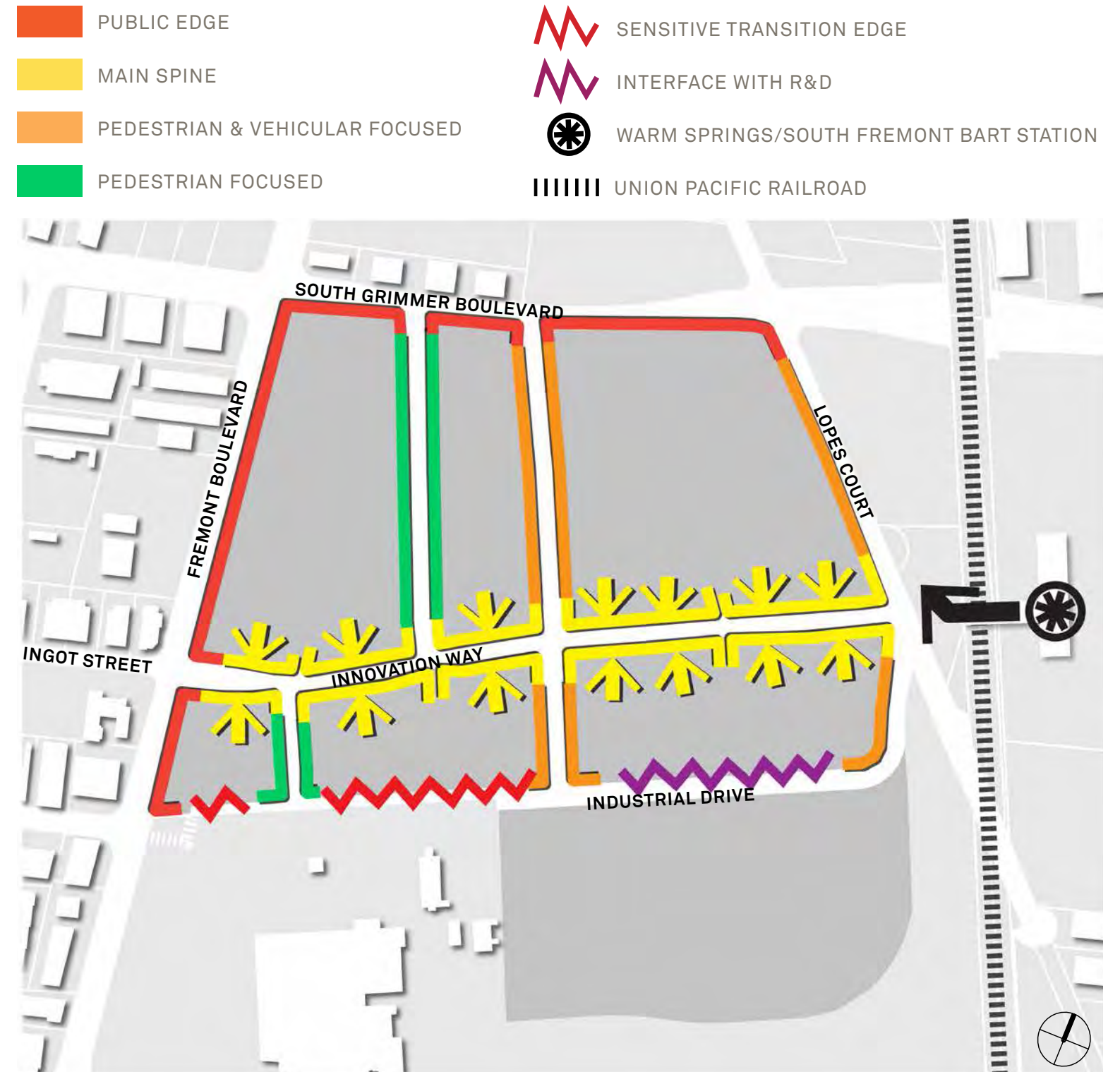
Altogether these buildings will work in harmony to create an urban, vibrant and pedestrian friendly environment complementary to the surrounding neighborhoods and uses within and outside the WS/SFCP.

Overall Area 4 building's private open spaces will foster place-making and create distinct inviting spaces that will ensure active use of courtyards and gathering spaces.

The following sections shows the key street frontages where enhanced building design will be required to help engage the public realm to create pedestrian-focused environments.

Also provided is discussion on the intended building character for several building typologies proposed in the Area 4 Master Plan.

The building typology image examples are provided for reference only. Future proposed development projects within the Master Plan should use these images in conjunction with the site and building design guidelines in the WS/SFCP. Together they ensure that the building designs create an urban character and vibrant environment in Area 4.



FOCUS AREAS: EDGE TREATMENTS FOR ENHANCED BUILDING DESIGN DIAGRAM



# 4.1 BUILDING TYPOLOGY

## AREA 4 MASTER PLAN



Different building typologies are proposed throughout the Master Plan to create variation and build a distinct urban character. The variety of building types proposed addresses the different intensities in the Master Plan and offers a diversity of living styles that will cater to the wide range demographic of the area. Whether it be a tech-worker in the new community building, a family with young kids that will attend the nearby school, or the baby boomer seeking a step-down home, there will be options for all.

A variety of green building elements will be incorporated into the residential and commercial and industrial (research & development) buildings as part of the project's sustainability vision implementation. Sustainable building techniques will include use of recycled materials where appropriate, high efficiency energy standards, thermally efficient roofs, walls and windows, use of natural light within building interiors, and diversion of construction debris from landfills. To the extent feasible, making residential roof tops solar ready will be evaluated and pursued. Commercial buildings will incorporate environmentally sustainable features expected of Class A office buildings.

The following section further discusses building typologies in the Master Plan.

# 4.2 BUILDING CHARACTER: TOWNHOMES & FLATS

## AREA 4 MASTER PLAN

Urban residential Townhomes and Stacked Flat buildings represent the smaller residential building blocks within Area 4 and are typically 3 to 4 stories. These buildings align with low-rise and mid-rise residential typologies in the WS/SFCP.

Townhome buildings will be alley loaded with entry stoops/porches to each unit leading to a pedestrian path/paseo. This helps promote walkability and a focus on the pedestrian experience. Townhome buildings can be designed to have a finer level of articulation than Stacked Flat buildings to express each individual unit.

Stacked Flat buildings will also be alley loaded and share a central lobby space that fronts onto a landscaped path/street frontage. Stacked Flat buildings will be designed to be larger than townhome buildings as units are vertically stacked; these buildings would be appropriate on busier street frontages as they desire a more urban street character. These buildings offer units with a larger, one level floor plate which could appeal to a demographic seeking a more accessible living option.



\*THESE IMAGES EXAMPLES AND ARE FOR REFERENCE ONLY

# 4.2 BUILDING CHARACTER: WRAP & PODIUM

## AREA 4 MASTER PLAN

Residential Wrap and Podium buildings represent the larger residential building blocks within Area 4 and are typically 4 to 6 stories. These buildings align with the mid-rise typology in the WS/SFCP.

Wrap buildings have residential units that surround a central parking garage. On the ground level there will be residential units, lobby space, amenity and/or retail uses. Main recreational amenities in this building type are provided at grade in a courtyard or on the rooftop. It is not uncommon for Wrap buildings to contain a series of courtyard open spaces for its residents.

Podium buildings have residential units on top of a parking garage that can be either on-grade, subterranean or both. On the ground level there can be residential units, lobby space, amenity and/or retail uses, and parking garage (hidden behind the other aforementioned uses). Main recreational amenities in this building are typically provided on top of the podium structure.

In both Wrap and Podium buildings ground floor lobbies, amenities and/or retail spaces will engage the public realm and be designed with a level of transparency and detail that helps create active street frontages.



\*THESE IMAGES EXAMPLES AND ARE FOR REFERENCE ONLY

# 4.2 BUILDING CHARACTER: OFFICE & RETAIL

## AREA 4 MASTER PLAN

Office buildings and Retail spaces in Area 4 are located along Innovation Way and thus will require design that activates the street frontage and engages the public realm. Office buildings and Retail uses align with the office and convention and retail and entertainment typologies in the WS/SFCP.

Office buildings within Area 4 are typically 4 to 5 stories and approximately 125 feet to 130 feet in depth. The design of office buildings will enforce a street frontage with urban character along Innovation Way and add to the overall identity of Area 4 as the Innovation Hub in the WS/SFCP.

Retail spaces within Area 4 will occur in Mixed-Use buildings at the ground floor of buildings. Retail spaces should have 2 story volumes and entries located off the main street frontage (Innovation Way). Outdoor seating and highly visible storefront entries will contribute to an active street front environment.

In both Office buildings and Retail spaces high quality materials, transparency at the ground level and articulation in building facades will provide variation that is key to creating a welcoming and interesting street experience.



\*THESE IMAGES EXAMPLES AND ARE FOR REFERENCE ONLY

# 4.2 BUILDING CHARACTER: URBAN SCHOOL

## AREA 4 MASTER PLAN

The Urban School is located at the center of the Area 4 with a main frontage along Innovation Way. Proposed as a TK-5 public elementary school, this school will become one of several neighborhood focus points.

Design of the school will conform to the Fremont Unified School District and State design requirements which will conform to the WS/SFCP design guidelines for an Urban School.



\*THESE IMAGES EXAMPLES AND ARE FOR REFERENCE ONLY

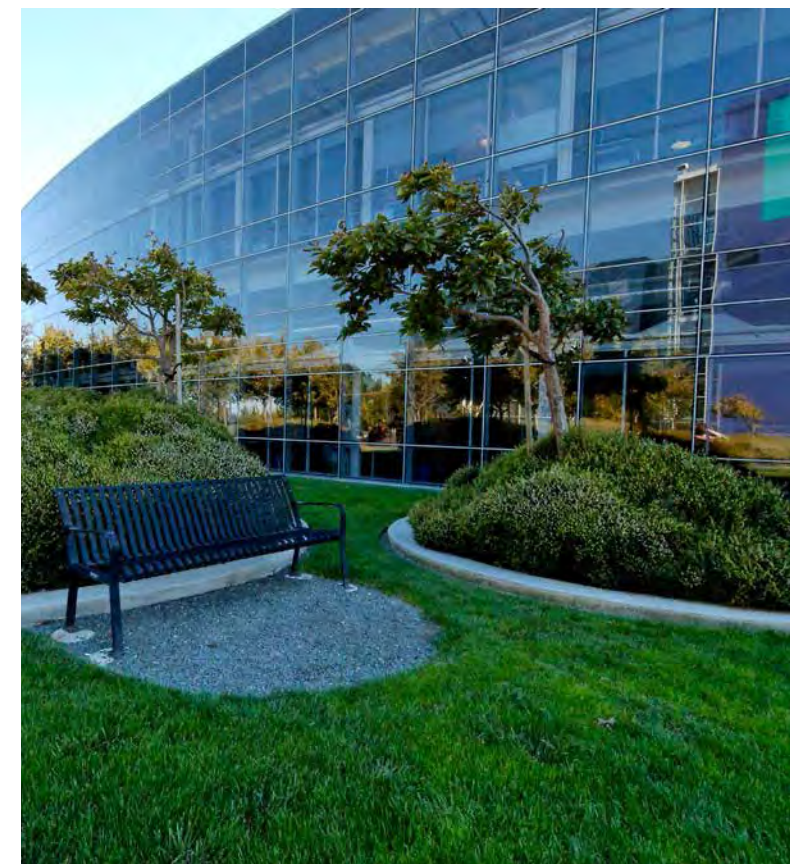
# 4.2 BUILDING CHARACTER: INDUSTRIAL (RESEARCH & DEVELOPMENT)

## AREA 4 MASTER PLAN

Industrial (research & development) buildings within Area 4 represents the innovation and creativity of the district as envisioned by the WS/SFCP. These buildings align with the Research & Development typology in the WS/SFCP.

These buildings typically are sited in campus developments that integrate the buildings and open spaces in a fashion to promote the collaboration and sharing of ideas which ultimately leads to innovative thinking and products.

Architecturally these buildings will be designed with signature architecture that reflects the industrial occurring within. These buildings are likely to also contain amenities and recreational facilities that help ensure employee satisfaction and, in some case, having the potential to be shared with the public and larger community.











\*THESE IMAGES EXAMPLES AND ARE FOR REFERENCE ONLY

# 5.0 IMPLEMENTATION

## AREA 4 MASTER PLAN

Phasing of the Area 4 Master Plan is broken down into four phases. Phase 1 focuses on the back bone infrastructure of the Master Plan and Phases 2 to 4 focuses on land development which includes the components of affordable housing, the urban school, and parks and open space.

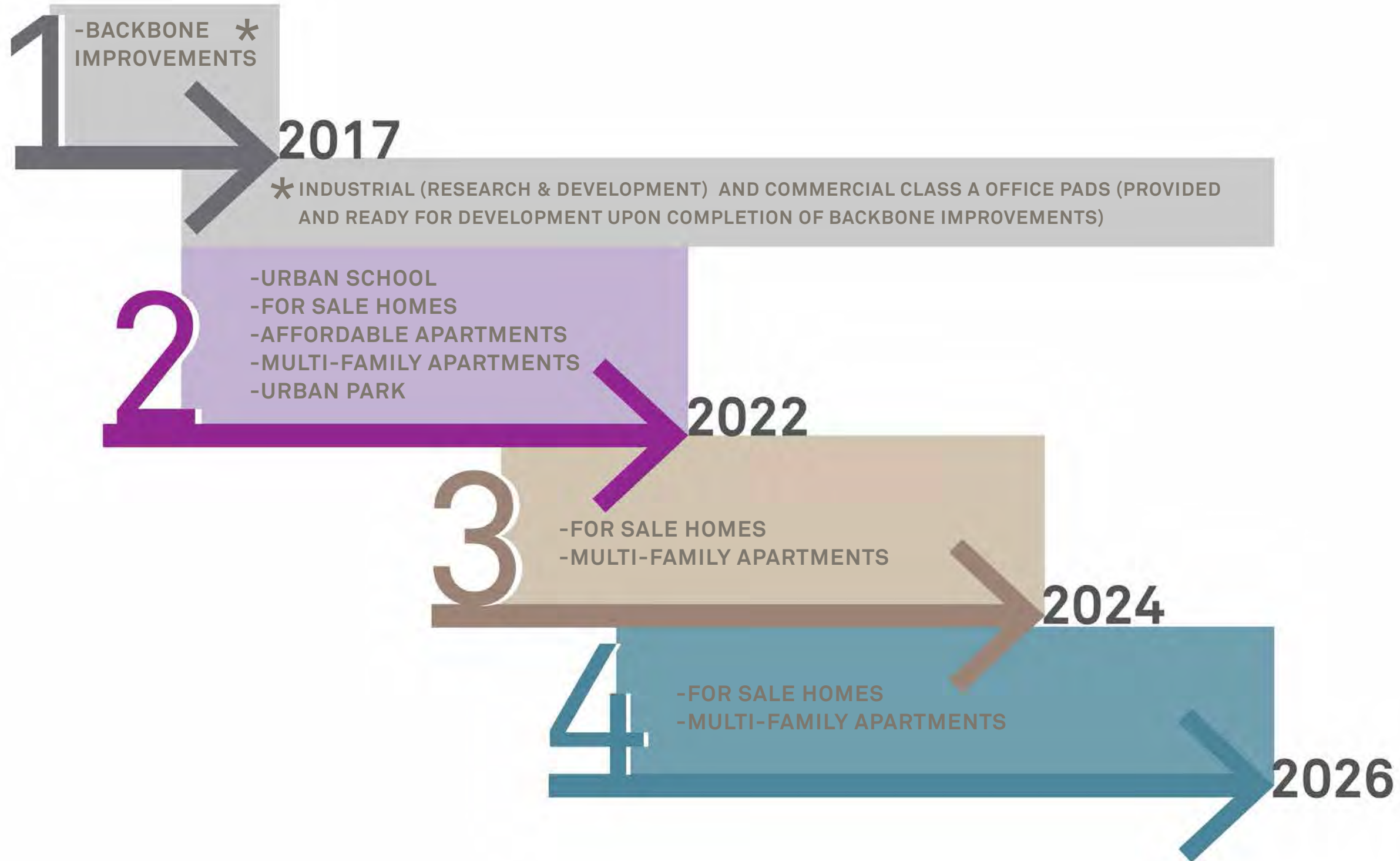
-  PHASE 1 BACKBONE INFRASTRUCTURE
-  PHASE 2
-  PHASE 3
-  PHASE 4
-  MD INDUSTRIAL (RESEARCH & DEVELOPMENT)  
(PAD-READY UPON COMPLETION OF BACKBONE IMPROVEMENTS)
-  MD COMMERCIAL CLASS A OFFICE  
(PAD-READY UPON COMPLETION OF BACKBONE IMPROVEMENTS)
-  WARM SPRINGS/SOUTH FREMONT BART STATION
-  UNION PACIFIC RAILROAD



CONCEPTUAL PHASING DIAGRAM

# 5.0 IMPLEMENTATION

## AREA 4 MASTER PLAN





### 5.1 INFRASTRUCTURE

Lennar Homes will act as the Master Developer to insure that the required improvements are installed to allow development on the individual parcels while maintaining the intended character of the Master Plan. Backbone infrastructure for the entire 110.9 acre site will be design in conjunction with processing of the Final Map.

This infrastructure will include utility and roadway corridors serving the individual parcels, as well as frontage and intersection improvements on Fremont Boulevard, South Grimmer Boulevard and Lopes Court. Completion of the backbone infrastructure design will allow for bonding of these improvements as required to advance construction activities on the site.

Internal backbone infrastructure corridors including Innovation Way, North-South Street, Lopes Court and Industrial Drive (from Lopes Court to North-South Street) will be installed simultaneously to allow individual parcels to move forward with development. Off site and frontage improvements, including intersection improvements, will be constructed as required to maintain pace with development. Bonding of these improvements will be in place to guarantee the completion of all backbone infrastructure.

Allowance for the Industrial Drive extension to the existing Industrial Drive will be accommodated through dedication of half of the future right of way width. An interim private access drive will be provided to allow employees of the Tesla factory to access the site through the Master Plan area, while restricting access by the general public.

A public right of way (A Street) will be provided in a location that will accommodate the future alignment of Kato Road when it becomes dedicated as a public thoroughfare. This street will also be part of the backbone infrastructure of Area 4.

As the Master Plan is located within vicinity of existing utility services and major storm, sewer and water infrastructure, the development of the project can occur without the need for costly system upgrades.

### 5.2 LAND DEVELOPMENT

In-tract land development preparation is anticipated to consist of three phases.

Additionally, the industrial (research & development) parcel south of Industrial Road will be improved in anticipation of an industrial (research & development) land purchaser. This initial phasing will allow for the following vertical improvements to commence:

- For-sale residential townhome and condominium flats products in the northwest quadrant (Phase 2 Residential For Sale);
- Market rate apartment development north of Innovation Way and adjacent to the BART Station (Phase 2 Residential Multi-Family Apartments);
- Affordable apartment development, south of Innovation Way and adjacent to the BART Station (Phase 2 Residential Affordable Housing Apartments);
- Construction of the K-5 elementary school (Phase 2 Residential For Sale);
- Construction of the Urban Park adjacent to the school (Phase 2 Residential For Sale);
- Commercial office/retail along Innovation Way assuming a commercial developer steps in to purchase these parcels (TBD-MD Commercial Class A Office); and
- Associated urban plazas contemplated for these blocks.

Subsequent development phases is anticipated to be the three parcels south of Innovation Way and West of N-S Street (Phase 3 Residential For Sale). These homes will consist primarily of for-sale flats and podium products, as well as a limited amount of mixed-use retail proximate to N-S Street intersection.

The final development phase will consist of the remaining two multifamily parcels (Phase 3 and 4 Residential Multi-Family Apartments) and the two parcels fronting South Grimmer between Lopes Court and N-S Street (Phase 4 Residential For Sale). Vertical construction here will complete the residential portion of Lennar's Master Plan Community.

# 5.0 IMPLEMENTATION

## AREA 4 MASTER PLAN

### 5.3 AFFORDABLE HOUSING PHASING

As indicated above, Lennar will meet its affordable housing production obligation by designating one of the first blocks available for vertical development (shown on the phasing diagram as the purple block between Innovation Way and Industrial Drive) to be the site for the below-market rate apartments.

While some of the smaller lots associated with the for-sale townhomes and flats will be able to start vertical construction, vertical construction for the affordable housing community will be constructed in the first phase of multi-family construction.

### 5.4 SCHOOL

Pursuant to Lennar’s pending agreement with the Fremont Unified School District, Lennar (as well as Toll Bros. And Valley Oak Partners) are required to have a school ready for occupancy by the time that 200 K-5 school age children reside in the new Warm Springs/South Fremont community. Thus, Lennar and its development colleagues at Toll Brothers and Valley Oak Partners will be taking measures to obtain State and FUSD approval of the planned school site and facilities design and have the school project under construction and completed in time to meet the 200 school age children threshold. In order to meet this deadline, the school will be one of the first buildings constructed in the community. The “School project” includes the adjacent four-acre Urban Park.

### 5.5 PARKS & OPEN SPACE

Aside from the Urban Park adjacent to the school parcel, which will be built concurrently with the school, all other parks, mini-parks, linear parks and plazas will be phased in as specific parcels get vertically developed. With respect to the multifamily blocks, the anticipated linear parks and other open spaces will be phased in with the residential development, regardless if the commercial/retail building construction is being deferred into the future.

# APPENDIX: COMPLIANCE MATRIX

## AREA 4 MASTER PLAN

\*In general: Numbers provided in the matrix may be subject to change.

	WARM SPRINGS / SOUTH FREMONT COMMUNITY PLAN (WS/SFCP) DEVELOPMENT STANDARDS AND GUIDELINES	PROPOSED IN AREA 4 MASTER PLAN	DEPARTURES (IF ANY)	REASON FOR DEPARTURE (IF ANY)
<b>Land Use Mix for Mix C, Area 4</b>				
Industrial (Research & Development)	<ul style="list-style-type: none"> <li>Minimum Site Area: 31.5 Gross Acres</li> <li>Estimated Floor Area: 686,070 sf</li> <li>Estimated Jobs: 1,096 Jobs</li> </ul>	Approximately 24.5 net acres and 686,070 sf, at 1,096 jobs located north of the Tesla Factory is proposed.	None	None
Office and Convention	<ul style="list-style-type: none"> <li>Possible Site Area: 10.5 Gross Acres</li> <li>Estimated Floor Area: 686,070 sf</li> <li>Estimated Jobs: 2,904 Jobs</li> </ul>	Approximately 703,270 sf of Office and Retail combined with 2,996 jobs is proposed to be located along Innovation Way close to the new BART Station.  The Retail component will occur within the Urban Mixed Use land use.	None	None
Retail & Entertainment	<ul style="list-style-type: none"> <li>Estimated Floor Area: 27,500 sf</li> <li>Estimated Jobs: 92 Jobs</li> </ul>			
Residential: 1/4 mile from BART	<ul style="list-style-type: none"> <li>Possible Site Area: 27.1 Gross Acres</li> <li>Estimated Dwelling Units: 1,025 du</li> <li>Minimum Intensity (based on net acres): 50 du/ac</li> </ul>	Area 4 Master Plan meets the target density with approximately 1,030 du at $\pm$ 50 du/ac proposed.  See Target Intensity Table on page 18 for more detail.	None	None
Residential: 1/2 mile from BART	<ul style="list-style-type: none"> <li>Possible Site Area: 51.4 Gross Acres</li> <li>Estimated Dwelling Units: 1,175 du</li> <li>Minimum Intensity (based on net acres): 30 du/ac</li> </ul>	Area 4 Master Plan meets the target density with approximately 1,184 du at $\pm$ 30 du/ac proposed.  See Target Intensity Table on page 18 for more detail.	None	None
School	<ul style="list-style-type: none"> <li>Minimum Site Area: 5.0 Gross Acres</li> </ul>	Approximately 5.0 Gross Acres located on the north side of Innovation Way at the center of Area 4.  See Land Use Map and Land Use Strategies on pages 14 to 16 for more detail.	None	None
Public Open Space (Park)	<ul style="list-style-type: none"> <li>Minimum Site Area: 4.0 Gross Acres</li> </ul>	Approximately 4.0 Gross Acres located on the south side of S. Grimmer Boulevard.  See Land Use Map and Land Use Strategies on page 14 to 16 for more detail.	None	None

# APPENDIX: COMPLIANCE MATRIX

## AREA 4 MASTER PLAN

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	WARM SPRINGS / SOUTH FREMONT COMMUNITY PLAN (WS/SFCP) DEVELOPMENT STANDARDS AND GUIDELINES	PROPOSED IN AREA 4 MASTER PLAN	DEPARTURES (IF ANY)	REASON FOR DEPARTURE (IF ANY)
<b>Public Realm and Transportation</b>				
Network of Public Streets	Average of 140 intersections per square mile. Intersections will be counted only when they are intersections of a: <ul style="list-style-type: none"> <li>Public street, public pedestrian path, shared public way easement and/or pedestrian path.</li> <li>Intersections (as defined above) terminates or intersects every 400 feet at the project boundary or at existing abutting streets, which ever distance is shorter.</li> </ul>	All blocks in the Master Plan strive to have 400' maximum block dimensions.  See Connectivity: 400' Block Grid Diagram and Conceptual 400' Block Dimension Application Diagram on page 27 for more detail.	The main locations where this may not occur is within the Urban Mixed Use area.	The Urban Mixed Use area in the Master Plan includes retail and residential uses at a density of $\geq 50$ du/ac. Given these uses and density, larger site blocks maybe required to meet the full development potential.  Although site blocks in the Urban Mixed Use area dimensionally may be more than 400', the building design will ensure that the development's massing and articulation promotes articulation on key frontages and enhances the public realm and pedestrian experience. Additionally many of these blocks will be broken down further with open space parks.
Street Typologies	<p><b>Urban Street (74' ROW):</b></p> <ul style="list-style-type: none"> <li>Innovation Way</li> <li>Lopes Court</li> <li>North/South Road</li> </ul> <p><b>Industrial Street (64' ROW):</b></p> <ul style="list-style-type: none"> <li>Conceptually shown as streets adjacent to Tesla Motors property.</li> </ul> <p><b>Local Street (56' ROW):</b></p> <ul style="list-style-type: none"> <li>Conceptually shown as remainder of internal streets in Area 4.</li> </ul>	Master Plan conforms with all of the WS/SFCP street typologies.  See Street Typologies diagram and street sections on pages 25 to 26 for more detail.	None	None
Public Open Space	<p><b>In general:</b></p> <ul style="list-style-type: none"> <li>Public Open Spaces shall be convenient and connected-- accessible and located within walking distances of all residents and workers with a high degree of connectivity with regional transit, the city-wide bike network and provide benefit to all Fremont residents.</li> <li>All new open spaces must incorporate best practices for sustainable landscaping.</li> <li>All new residential developments are subject to the City of Fremont's Park Land and Dedication or In-lieu fee and the Park Facilities Improvement or In-lieu fee.</li> </ul>	See Conceptual Public Open Space diagram on page 29 for more information.  Additionally, in developing the Master Plan Lennar is proposing a strategy for Park Land and Dedication/In-lieu fee that is further detailed in the Development Agreement.	None	None
Public Open Space Typologies	<p><b>Urban Park (4 acre minimum):</b></p> <ul style="list-style-type: none"> <li>Conceptually shown in the heart of Area 4.</li> </ul> <p><b>Urban Plaza:</b></p> <ul style="list-style-type: none"> <li>Conceptually shown at the new BART station and towards the intersection of Fremont Blvd and Innovation Way.</li> </ul>	See Public Open Space Framework on pages 28 to 31 for more information.	None	None

# APPENDIX: COMPLIANCE MATRIX

## AREA 4 MASTER PLAN

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	WARM SPRINGS / SOUTH FREMONT COMMUNITY PLAN (WS/SFCP) DEVELOPMENT STANDARDS AND GUIDELINES	PROPOSED IN AREA 4 MASTER PLAN	DEPARTURES (IF ANY)	REASON FOR DEPARTURE (IF ANY)
<b>Public Realm and Transportation Continued</b>				
Public Open Space Typologies	<p><b>Private Open Space (Non-Residential):</b></p> <ul style="list-style-type: none"> <li>Non-residential uses shall provide a minimum of 2.5% of gross floor area as outdoor usable, common, contiguous, improved and well-maintained private open space.</li> </ul> <p><b>Private Open Space (Residential):</b></p> <ul style="list-style-type: none"> <li>Residential common open space shall be provided at: 500 sq.ft. up to five units, plus 50 sq.ft. for each additional unit.</li> <li>Residential common open space shall be 15 feet minimum in dimension and not within any required setback.</li> <li>Residential balconies (above ground level) count towards private open space; and shall have a minimum of 48 sq.ft. with 6ft as the smallest interior dimension.</li> <li>Residential patios (at ground level) count towards private open space; and shall have a minimum of 80 sq.ft. with 8ft as the smallest interior dimension.</li> </ul> <p><b>Private setbacks:</b></p> <ul style="list-style-type: none"> <li>May count towards private open space requirements, at the discretion of the City.</li> </ul>	<p>See Public Open Space Framework on pages 28 to 31 for more information.</p> <p>In general, future development within the Master Plan will provide the required amount of private open space per the WS/SFCP.</p>	None	None
Public Transit System	<p>Recommendations for the WS/SFCP area include:</p> <ul style="list-style-type: none"> <li>Transit Priority</li> <li>District Shuttle</li> <li>Rider Comfort</li> </ul>	See Public Transit Opportunities Diagram on page 34 for more detail.	None	None
Bicycle Network	<p><b>Class I Multi-Use Path:</b></p> <ul style="list-style-type: none"> <li>Conceptually shown around the Tesla Factory.</li> </ul> <p><b>Class II Bike Lane:</b></p> <ul style="list-style-type: none"> <li>Conceptually shown along Innovation Way, Lopes Ct. on streets between Area 4 and Tesla Factory.</li> </ul> <p><b>Bicycle and Pedestrian Bridge Crossing:</b></p> <ul style="list-style-type: none"> <li>Conceptually shown at the BART station connecting to Innovation Way.</li> </ul>	See Bicycle and Pedestrian Circulation Diagram on pages 35 to 37 for more detail.	None	None

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## AREA 4 MASTER PLAN

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<b>Public Realm and Transportation Continued</b>				
Public Art	<p><b>In General:</b></p> <ul style="list-style-type: none"> <li>Art features included in the Plan area shall be located within the required public or private open space for each development, but shall be publicly visible both day and night; and developed to be an integral part of the community.</li> </ul> <p><b>Gateway Art:</b></p> <ul style="list-style-type: none"> <li>Generally located at points of entry to the Community Plan.</li> </ul> <p><b>Connecting Art:</b></p> <ul style="list-style-type: none"> <li>Generally located at key intersecting paths.</li> </ul> <p><b>Contemplative Art:</b></p> <ul style="list-style-type: none"> <li>Located at the edge of the development site or within a development site.</li> </ul>	<p>See Public Art Opportunities section and Diagram on pages 32 to 33 for more detail.</p> <p>In general, future development within the Area 4 Master Plan with public art components will adhere to the Public Art guidelines in the WS/SFCP and this Area 4 Master Plan.</p>	None	None
<b>Site and Building Design</b>				
Building Design	<p><b>In General:</b></p> <ul style="list-style-type: none"> <li>Near new BART station, 4-8 story buildings with signature buildings closest to the BART station.</li> <li>Moving away from the BART station, medium rise, large scale open campus and courtyard blocks, relieved by low rise townhouse streets.</li> <li>Taller buildings should be located at important intersections, especially close to BART and new transit stops.</li> <li>New workplace and residential neighborhoods should be defined by 3-6 story buildings that frame and are oriented to the public realm.</li> <li>At western and southern edge of the new district, buildings are meant to be characterized by a low rise, functional aesthetic.</li> </ul>	<p>See Focus Area section on pages 20 to 23 for discussion on Innovation Way and example imagery for more detail regarding approach on urban character along this main corridor.</p> <p>See Building Character section and imagery on pages 42 to 46 for more detail.</p> <p>In general, future development within the Area 4 Master Plan will use the building character imagery as examples for design inspiration and reference and will adhere to the Building Design standards and guidelines in the WS/SFCP.</p>	None	None

# APPENDIX: COMPLIANCE MATRIX

## AREA 4 MASTER PLAN

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	WARM SPRINGS / SOUTH FREMONT COMMUNITY PLAN (WS/SFCP) DEVELOPMENT STANDARDS AND GUIDELINES	PROPOSED IN AREA 4 MASTER PLAN	DEPARTURES (IF ANY)	REASON FOR DEPARTURE (IF ANY)
<b>Site and Building Design Continued</b>				
Building Design	<b>Industrial buildings:</b> <ul style="list-style-type: none"> <li>• As best as feasible, should be open and inviting to the public at large.</li> <li>• Required tower elements should be included into overall building architecture; if free standing and highly visible, should be designed as sculptural elements.</li> <li>• Buildings should reveal their inner workings to the public realm.</li> <li>• Style and design of buildings should derive from and celebrate the functional aesthetic associated with building typology and operation.</li> </ul>	See Building Character section and imagery on pages 42 to 46 for more detail.  In general, future development within the Area 4 Master Plan will use the building character imagery as examples for design inspiration and reference and will adhere to the Building Design standards and guidelines in the WS/SFCP.	None	None
Building Design	<b>Research &amp; Development buildings:</b> <ul style="list-style-type: none"> <li>• Site design of R&amp;D campuses should create inviting and comfortable semi-public open spaces.</li> <li>• 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.</li> <li>• Master plans for these areas should be phased.</li> <li>• Buildings should exhibit signature architecture.</li> <li>• Campuses should be well-landscaped and include generous semi-public open spaces.</li> <li>• Building and campuses should include a variety of employee amenity spaces.</li> <li>• Campus designs should provide clear and convenient networks of pedestrian and bicycle paths.</li> <li>• Main entries to R&amp;D facilities should convey a sense of openness and invitation.</li> </ul>			
Building Design	<b>Office &amp; Convention buildings:</b> <ul style="list-style-type: none"> <li>• Should have flexible and technologically-advanced working and meeting environments that are accessible.</li> <li>• Special attention should be paid to the exterior finishes and public art installations.</li> <li>• Buildings should include habitable and light colored rooftops.</li> <li>• Facades should be articulated and use high quality materials.</li> <li>• Windows should be well proportioned and allow for light transmittance and be non-reflective.</li> <li>• Building entries should be clearly visible; one main entrance per building is encouraged.</li> <li>• Public space should be incorporated into the building frontages for employee and visitor uses.</li> </ul>			

# APPENDIX: COMPLIANCE MATRIX

## AREA 4 MASTER PLAN

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<b>Site and Building Design Continued</b>				
Building Design	<b>Hotel buildings:</b> <ul style="list-style-type: none"> <li>Buildings should provide a wide variety of guest amenities that is incorporated into the overall design.</li> <li>Guest amenities, dining facilities and other active uses should be located along public rights-of-ways and open spaces.</li> <li>Neighborhood services and amenities that serve the daily needs of the community and visitors within the buildings are encouraged.</li> </ul>	See Building Character section and imagery on pages 42 to 46 for more detail.  In general, future development within the Area 4 Master Plan will use the building character imagery as examples for design inspiration and reference and will adhere to the Building Design standards and guidelines in the WS/SFCP.	None	None
Building Design	<b>Retail &amp; Entertainment buildings:</b> <ul style="list-style-type: none"> <li>Design of buildings should directly engage the public realm and include numerous opportunities for people to enliven the building edge.</li> <li>Ground floor retail, entertainment and other commercial uses shall be oriented towards the public right-of-way or plaza and maintain a strong connection to the public realm.</li> <li>Base of buildings with retail and entertainment should address the human scale and include articulation and rhythm.</li> <li>Retail and Entertainment facades should be open and transparent.</li> <li>Outdoor seating associated with adjacent retail and entertainment spaces are encouraged.</li> </ul>			
Building Design	<b>Residential Low-Rise buildings:</b> <ul style="list-style-type: none"> <li>Building setbacks should be occupied with private uses that provide activities that will bring social life to the public realm.</li> <li>Streetscapes should have a residential character.</li> <li>Walkways through the middle of blocks are encouraged to provide a variety of routes for people to move throughout a neighborhood.</li> <li>Buildings should include articulated massing to express each individual unit.</li> <li>Individual units should also be differentiated with color and material changes and other facade details.</li> <li>Enliven facades and roofs of buildings with decks and private outdoor spaces.</li> <li>Residential ground floor spaces shall be designed to engage the public realm.</li> <li>Transition zones between private space and the public realm shall be activated with stoops, stairs, private yards and porches.</li> <li>Ground floor units with stoops and stairs shall ensure that interior circulation meets universal accessibility standards.</li> </ul>			



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## AREA 4 MASTER PLAN

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<b>Site and Building Design Continued</b>				
Building Design	<b>Residential Mid-Rise buildings:</b> <ul style="list-style-type: none"> <li>Buildings are 4-8 stories in height and articulated into smaller massing with major breaks in the facade and roof line in conjunction with changes in color and/or materials.</li> <li>Common open spaces that optimizes and encourages use by residents shall be part of the buildings.</li> <li>Decks, porches and patios should be facing onto dedicated public outdoor spaces.</li> <li>Through block connections are encouraged to provide alternative pedestrian routes through the community.</li> <li>Transition zones between private space and the public realm shall be activated with stoops, stairs, private yards and porches.</li> <li>Ground floor units with stoops and stairs shall ensure that interior circulation meets universal accessibility standards.</li> </ul>	<p>See Building Character section and imagery on pages 42 to 46 for more detail.</p> <p>In general, future development within the Area 4 Master Plan will use the building character imagery as examples for design inspiration and reference and will adhere to the Building Design standards and guidelines in the WS/SFCP.</p>	None	None
Building Design	<b>Residential Tower buildings:</b> <ul style="list-style-type: none"> <li>Buildings should be located near important intersections, transit and in more intensive mixed-use areas.</li> <li>Building tops should be distinctive to enrich the skyline and enhance the role of the building as a landmark.</li> <li>Building facades should be articulated to reduce apparent mass of overall building.</li> <li>Private outdoor amenity areas and sky gardens should be accommodated on building facades to help express a more human scale on the building exterior.</li> <li>Building form should be expressed as vertical forms and coming down to the ground.</li> <li>Base of buildings should incorporate elements that reflect a pedestrian scale and include active ground floor uses.</li> </ul>			
Building Design	<b>Schools:</b> <ul style="list-style-type: none"> <li>Building should be designed to be a striking urban element that could be a community landmark.</li> <li>Building design should have high level of architecture and where appropriate landscape treatment.</li> <li>Buildings should be designed to actively engage the surrounding landscape that could incorporate public open spaces.</li> <li>Building should be designed as multi-use facilities that include both indoor and outdoor public space for community activities and also designed to be welcoming and secure.</li> </ul>	<p>See Building Character section and imagery on pages 42 to 46 for more detail.</p> <p>*NOTE: these images are for reference. The design of the urban school will conform to Fremont Unified School District and State design requirements which is expected to conform to WS/SFCP design guidelines.</p>	None	None

# APPENDIX: COMPLIANCE MATRIX

## AREA 4 MASTER PLAN

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	WARM SPRINGS / SOUTH FREMONT COMMUNITY PLAN (WS/SFCP) DEVELOPMENT STANDARDS AND GUIDELINES	PROPOSED IN AREA 4 MASTER PLAN	DEPARTURES (IF ANY)	REASON FOR DEPARTURE (IF ANY)
<b>Site and Building Design Continued</b>				
Lighting & Signage	<ul style="list-style-type: none"> <li>Building designs are encouraged to use lighting and signage in innovative and engaging ways to make the public realm more attractive, legible and secure.</li> </ul>	In general, future development within the Area 4 Master Plan will adhere to the Building Design standards and guidelines in the WS/SFCP.	None	None
Setbacks	<ul style="list-style-type: none"> <li>Industrial / School buildings: 6' setback from PL</li> <li>Research &amp; Development / Office &amp; Convention: 8' setback from PL</li> <li>Retail &amp; Entertainment / Hotel: 8' setback from PL</li> <li>Residential: 8' setback from PL</li> </ul>			
Streetwall	(% Building mass that must be constructed to meet setback) <ul style="list-style-type: none"> <li>Industrial / School buildings: Exempt</li> <li>Research &amp; Development / Office &amp; Convention: 50%</li> <li>Retail &amp; Entertainment / Hotel: 80%</li> <li>Residential: 70%</li> </ul>			
Ground Floor Activation	<p><b>In General:</b></p> <ul style="list-style-type: none"> <li>Ground floor activation shall be required along:               <ul style="list-style-type: none"> <li>Warm Springs Boulevard, both sides of the street, from South Grimmer Boulevard to before the Reliance Way properties.</li> <li>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.</li> <li>Fremont Boulevard, between South Grimmer Boulevard and Innovation Way.</li> <li>Innovation Way, from Fremont Boulevard to Lopes Court.</li> <li>Lopes Court/Old Warm Springs Road, both sides of the street, between Innovation Way and Tavis Place.</li> </ul> </li> <li>See WS/SFCP section 4.4 for detailed standards and design guidelines.</li> </ul>	<p>The Area 4 Master Plan emphasizes ground floor building and pedestrian activity along key neighborhood street frontages and focus areas, such as along Innovation Way, Lopes Court, the BART plaza and school and park areas. The urban plazas strategically situated at key intersections will promote social gathering and a pedestrian friendly environment.</p> <p>See Key Focus Areas section and Diagram on pages 20 to 21 for more detail.</p>	None	None

# APPENDIX: COMPLIANCE MATRIX

## AREA 4 MASTER PLAN

\*In general: Numbers provided in the matrix may be subject to change.

	WARM SPRINGS / SOUTH FREMONT COMMUNITY PLAN (WS/SFCP) DEVELOPMENT STANDARDS AND GUIDELINES	PROPOSED IN AREA 4 MASTER PLAN	DEPARTURES (IF ANY)	REASON FOR DEPARTURE (IF ANY)
<b>Site and Building Design Continued</b>				
Ground Floor Activation Continued:	<p><b>Residential Buildings:</b></p> <ul style="list-style-type: none"> <li>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.</li> <li>See WS/SFCP section 4.4 for detailed design guidelines.</li> </ul> <p><b>Non-Residential Buildings:</b></p> <ul style="list-style-type: none"> <li>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.</li> <li>See WS/SFCP section 4.4 for detailed design guidelines.</li> </ul>	In general, future development the Area 4 Master Plan will adhere to the Building Design standards and guidelines in the WS/SFCP.	None	None
Building Height	<ul style="list-style-type: none"> <li>Per figure 4.11, a majority of Area 4 falls within the 240' Maximum Height Zone, with the exception of a portion parallel to Fremont Boulevard which is within the 135' Maximum Height Zone.</li> </ul>			
Bulk and Massing	<ul style="list-style-type: none"> <li>See WS/SFCP section 4.6 for specific bulk and massing standards and guidelines</li> </ul>			
Car and Bike Parking / Loading and Servicing	<p><b>Vehicle Parking Spaces Maximums based on Land Use:</b></p> <ul style="list-style-type: none"> <li>Industrial 3 spaces/1,000 sq.ft.</li> <li>Research &amp; Development</li> <li>Office &amp; Convention</li> <li>Retail &amp; Entertainment</li> </ul>			
	<ul style="list-style-type: none"> <li>Hotel 1 space/guest room</li> </ul>			
	<ul style="list-style-type: none"> <li>Residential                             <p><b>Within 1/4 mile of BART station:</b> 2.0 spaces/unit through 12/31/2019 and 1.5 spaces/unit after 12/31/2019.</p> <p><b>Outside 1/4 mile of BART station:</b> 2.0 spaces/unit,</p> </li> </ul>			
	<ul style="list-style-type: none"> <li>School 1 space/employee</li> </ul>			
	<ul style="list-style-type: none"> <li>See WS/SFCP section 4.8 for detailed parking and loading standards and design guidelines.</li> </ul>			

# APPENDIX: COMPLIANCE MATRIX

## AREA 4 MASTER PLAN

\*In general: Numbers provided in the matrix may be subject to change.

	WARM SPRINGS / SOUTH FREMONT COMMUNITY PLAN (WS/SFCP) DEVELOPMENT STANDARDS AND GUIDELINES	PROPOSED IN AREA 4 MASTER PLAN	DEPARTURES (IF ANY)	REASON FOR DEPARTURE (IF ANY)				
<b>Site and Building Design Continued</b>								
Car and Bike Parking / Loading and Servicing Continued	<b>Bicycle Parking Spaces Requirements based on Land Use:</b> <ul style="list-style-type: none"> <li>Non-Residential Uses                             <ul style="list-style-type: none"> <li>Short Term: 4 spaces + 5% of required automobile parking for visitors</li> <li>Long Term: 1 space + 5% of required automobile parking for tenants/occupants</li> <li>Support Facilities: 1 shower per gender/changing facility per 100 employees</li> </ul> </li> <li>Residential Buildings with shared parking facilities                             <ul style="list-style-type: none"> <li>Short Term: 4 spaces + 0.10 space/unit</li> <li>Long Term: 2 spaces + 0.50 space/unit.</li> </ul> </li> <li>Residential Buildings with an individual private garage                             <ul style="list-style-type: none"> <li>Short Term: 4 spaces + 0.10 space/unit</li> <li>Long Term: N/A</li> </ul> </li> </ul>	In general, future development within the Area 4 Master Plan will adhere to the Building Design standards and guidelines in the WS/SFCP.	None	None				
	Transportation Demand Management (TDM) Strategies				All projects will be required to apply TDM strategies. The following programs should be applied to projects within the WS/SFCP: <ul style="list-style-type: none"> <li>Parking Policy that demonstrates parking reduction</li> <li>Transportation Management Association (TMA)</li> <li>Subsidized Transit Passes</li> <li>Carsharing program</li> <li>Free Shuttle Bus</li> </ul>	See Transit Opportunities Diagram on page 34 for more detail.	None	None
	Fire Safety Regulations				<ul style="list-style-type: none"> <li>Projects within the WS/SFCP shall comply with the “City of Fremont’s Fire &amp; Life Safety Requirements for Fire Department Access and Water Supplies”.</li> <li>Also see section 4.10 Fire Safety Regulations for additional standards.</li> </ul>	In general, future development within the Area 4 Master Plan will adhere to the City of Fremont’s “Fire & Life Safety Requirements for Fire Department Access & Water Supplies” and additional guidelines in the WS/SFCP.	None	None





# AREA 4 MASTER PLAN

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WARM SPRINGS/  
SOUTH FREMONT  
COMMUNITY PLAN