

# WARM SPRINGS TECHNOLOGY CENTER MASTER PLAN

WARM SPRINGS / SOUTH FREMONT COMMUNITY PLAN - AREA 10

ADOPTED BY CITY COUNCIL RESOLUTION 2017-31 ON JUNE 6, 2017

The  
**SOBRATO**  
Organization



The  
**SOBRATO**  
Organization



**TGP** THE  
GUZZARDO  
PARTNERSHIP INC.  
Landscape Architects Land Planner

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**PROJECT OVERVIEW**

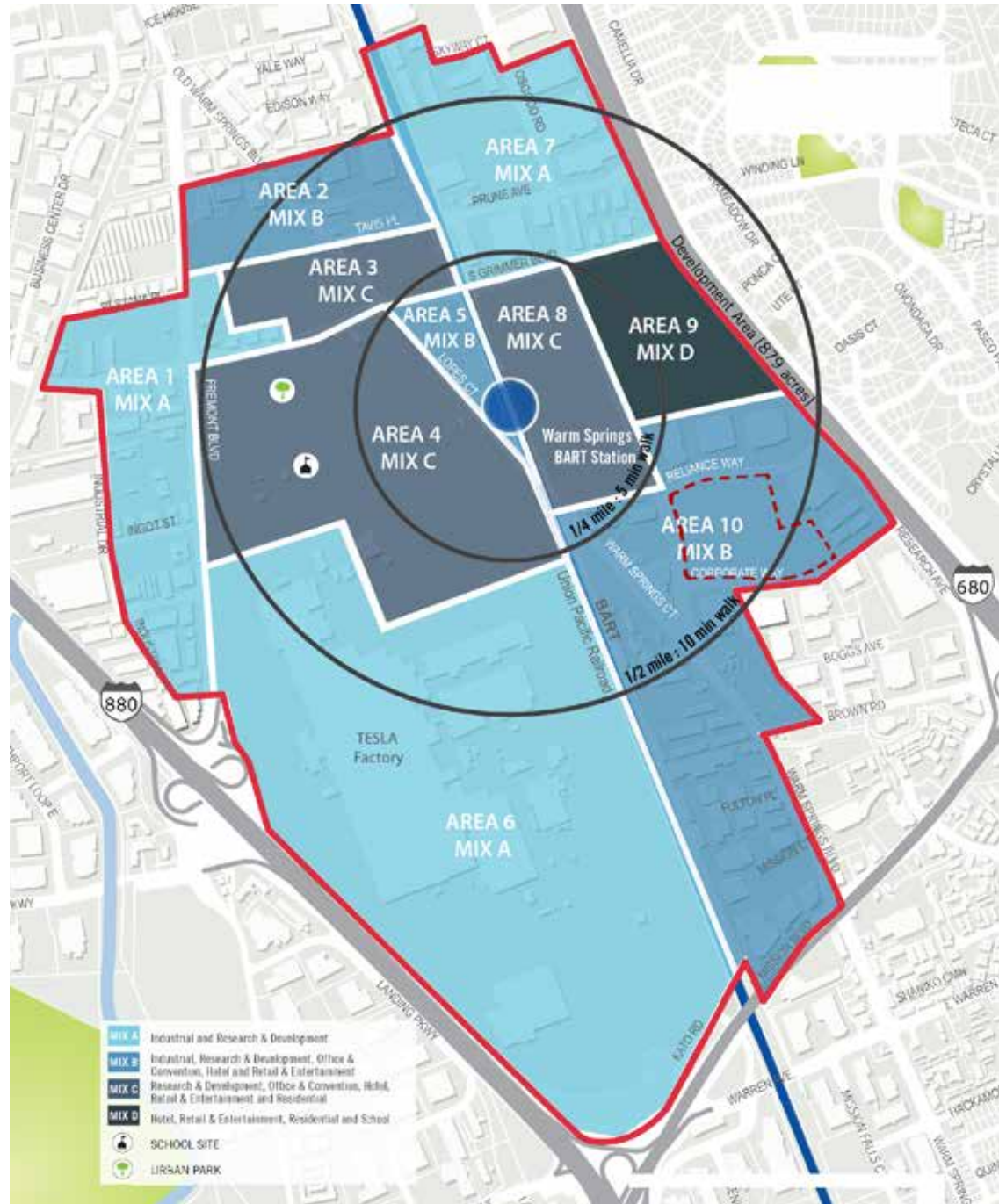
BACKGROUND

SITE CONTEXT

DESIGN INSPIRATION

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PROJECT DESCRIPTION

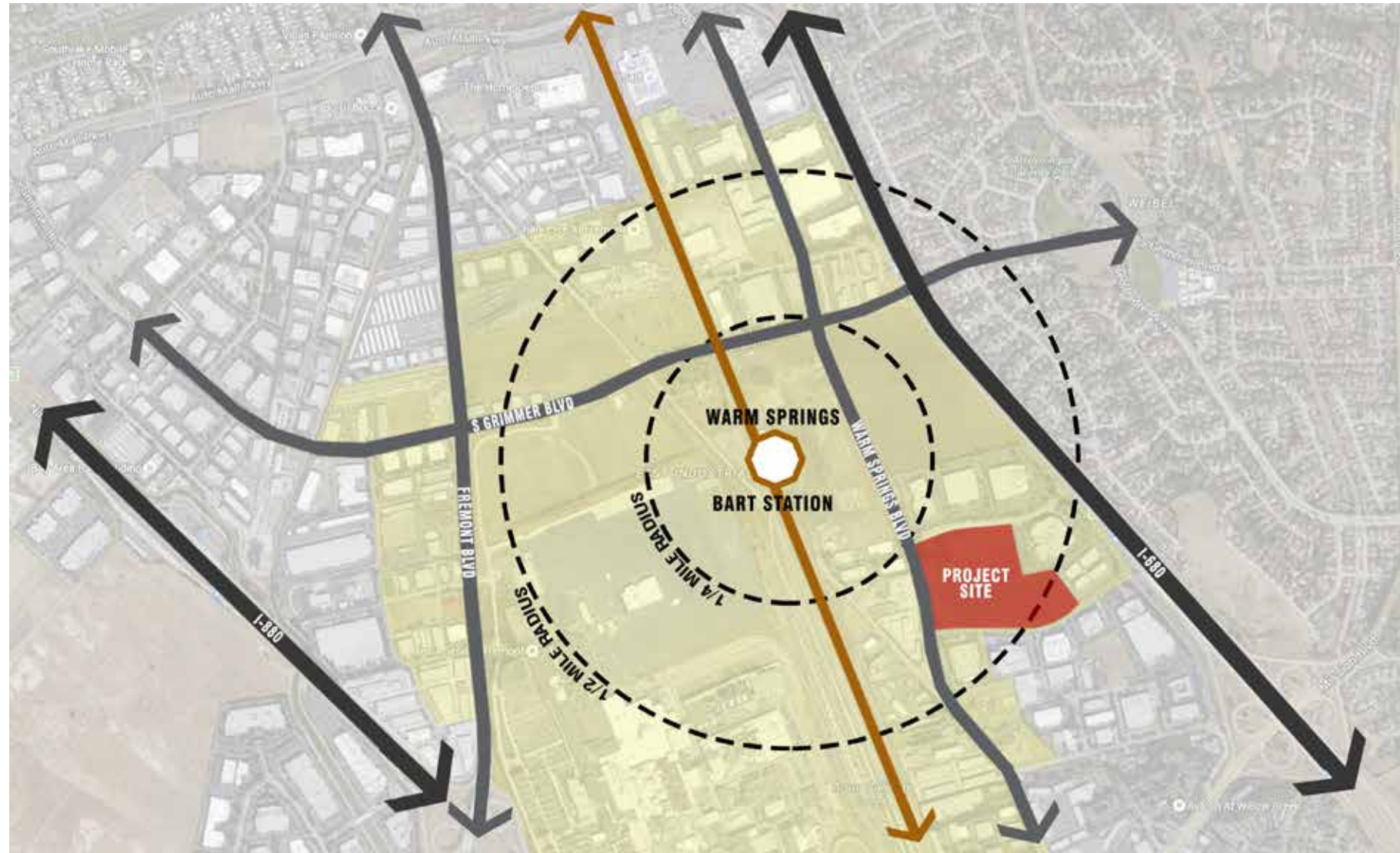


**BACKGROUND**

This Master Plan sets out the vision and strategy for the 22-acre development site along Warm Springs Boulevard within the Warm Springs/South Fremont Community Plan (WS/SFCP). The site is located at the corners of Warm Springs Boulevard and Reliance Way and Warm Springs Boulevard and Corporate Way. The east side is bordered by existing industrial and office uses. For the purpose of this Master Plan document, the entire site is named Warm Springs Technology Center (WSTC).

The WSTC Master Plan provides the background and discusses opportunities for maximizing development within the framework of the WS/SFCP. The following pages offer supporting diagrams and imagery to establish a strategic framework for future growth of the site.

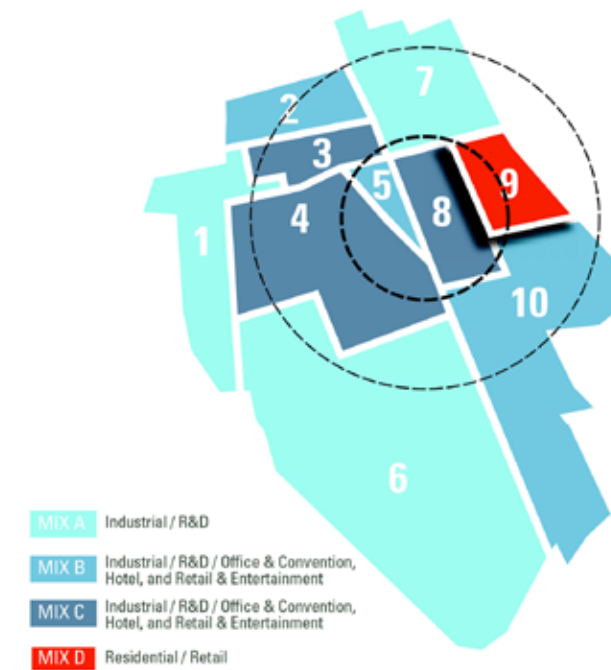
The WSTC site is zoned Warm Springs Innovation (WSI) District within the Fremont Municipal Codes (Chapter 18.49), a hybrid mixed-use designation that allows for a broad range of uses. Additionally, the 22-acre WSTC site is in Area 10 of the WS/SFCP, one of ten planning areas within the community plan. The development proposed within the WSTC Master Plan is consistent with these documents.



**VICINITY MAP**

- Warm Springs/South Fremont Community Area Plan
- Freeway
- Arterial Road
- BART Line
- Warm Springs BART Station
- Project Site

**WARM SPRINGS / SOUTH FREMONT COMMUNITY PLAN**



**SITE CONTEXT**

With the WS/SFCP, the City of Fremont is creating the next major urban job center within the Bay Area. Through convenient access to multiple modes of transportation via highways, BART, major thoroughfares, and regional bike networks, the WS/SFCP Area is connected not only to the immediate area, but also, the Bay Area as a whole, creating an opportunity to change an underutilized area into a new creative district and center of employment.

WSTC is located within a 1/2 mile radius of the new BART station and occupies 22-acres of land, bounded by Warm Springs Boulevard to the west, Reliance Way to the north, Corporate Way to the south, and industrial uses to the east.

The project is located within Area 10 of the WS/SFCP. The land use mix is Mix B and allows for industrial, research & development, office & convention, hotel, and retail & entertainment. Area 10 is slated for 2.3 million square feet of floor area over 122 gross acres. Area 10 will include 1,326,375 sf of industrial, 653,395 sf of research & development, and 326,831 sf of office & convention.

As the last major undeveloped parcel as one enters the WS/SFCP from the south, the WSTC Master Plan creates the “front door” into the WSI district with its modern architecture design, activated streetscape, and large inviting public plazas.



**DESIGN INSPIRATION**

The Master Plan will create a new research & development home for current and future entrepreneurs. With the WS/SFCP, the City of Fremont has set out to further expand upon its rankings and nationwide reputation in developing and attracting innovative new companies. The City of Fremont is currently ranked the number 1 city for patents per capita, number 1 city for tech start-ups per capita, and has been ranked as the number 2 American city for innovation.

As the knowledge-based economy grows to include companies of all sizes, the WSTC Master Plan will provide an adaptable framework that can respond to the life cycle of businesses and changing work styles of professionals.

As designed, the WSTC Master Plan will provide future tenants flexibility in work space sizes and environments. Both collaborative indoor and outdoor work spaces are incorporated into the design as well as amenities that meet the needs and desires of the modern workforce.

The design inspiration for the development is best summarized as: **Campus of Innovation.**

The campus will foster an environment for creativity, innovation and collaboration - where research, design, and production can exist on the same campus.





## GUIDING PRINCIPLES

The WSTC Master Plan is an integral part of the overall WS/SFCP, providing a transition between the high intensity mixed-use zones that surround the Warm Springs BART Station and the low to high intensity employment uses further south and west of the development. The Master Plan responds to the development and growth of Area 10 by providing a vibrant, connected and sustainable place to create, innovate and collaborate.

This vision for the **Campus of Innovation** is achieved by adopting the following guiding principles:

- Linkages
- Collaboration
- Scalability
- Sustainability

**Linkages:** The WSTC Master Plan provides a safe and walkable environment that supports alternative transportation modes and supplies easy access to the regional BART system. Active and safe streetscapes will connect to inviting public plazas and amenity areas that foster community interaction.

**Collaboration:** Community networks, for working and connecting, will be created between diverse working environments and public spaces that offer convenient access to a wide variety of amenities and services.

**Scalability:** The Campus of Innovation will create a framework that can easily adapt to respond to changing business models and work styles. In doing so, WSTC is able to cater to the future growth of its users, from small scale start-ups to large firms, such that these tenants are able to stay on site and within the City of Fremont. Users will be provided, in both the public realm and indoor spaces, a variety of workspaces and amenities that complement the new work culture of the 21st century.

**Sustainability:** This Campus of Innovation will be designed using a variety of sustainable building practices to create a healthy, walkable development that complements the goals of the WS/SFCP. The project will include storm water management best practices, climate appropriate planting to reduce landscape water usage, healthy building materials and energy efficient buildings with the possible inclusion of photovoltaics dispersed throughout the development to meet the WS/SFCP recommended energy consumption goals.



### **WSTC PROJECT DESCRIPTION**

The WSTC Master Plan is located at the corners of Warm Springs Boulevard and Reliance Way and Warm Springs Boulevard and Corporate Way. The east side is bordered by existing Industrial and Office uses. The site slopes from 63' above sea level at the southwest corner to 89' above sea level at the innermost eastern corner.

The project is located within Area 10 of the WS/SFCP. The land use mix is Mix B and allows for industrial, research & development, office & convention, hotel, and retail & entertainment.

The WSTC Master Plan is proposing 584,205 SF of research & development and 108,595 SF of industrial uses distributed over the 22-acre site. The project will include four (4) four-story research & development buildings totaling 142,305 SF each along Reliance Way, Warm Springs Boulevard, and Corporate Way. There will be an internal four-story raised parking structure with an integrated amenity building totaling 14,985 SF. The industrial building, totaling 108,595 SF, is located at the southeast corner of the site along Corporate Way.

Large landscaped, community gateway plazas at both major corners of the development, in addition to the improvements to Warm Springs Boulevard, will increase pedestrian and bike connectivity to the Warm Springs BART station and will activate the streetscape with amenities.

Additional private common spaces are provided in the interior of the site and with dedicated areas for each proposed building.

The design intent of the WSTC Master Plan is to achieve scalability and sustainability by creating a building framework that can easily adapt to respond to changing business models and work styles. The development can accommodate one large company's headquarters, research & development and manufacturing or serve several smaller companies and provide incubator space for the creation of tomorrow's technological advancements. Additionally, the industrial building can be adapted from one large tenant to several smaller entities.

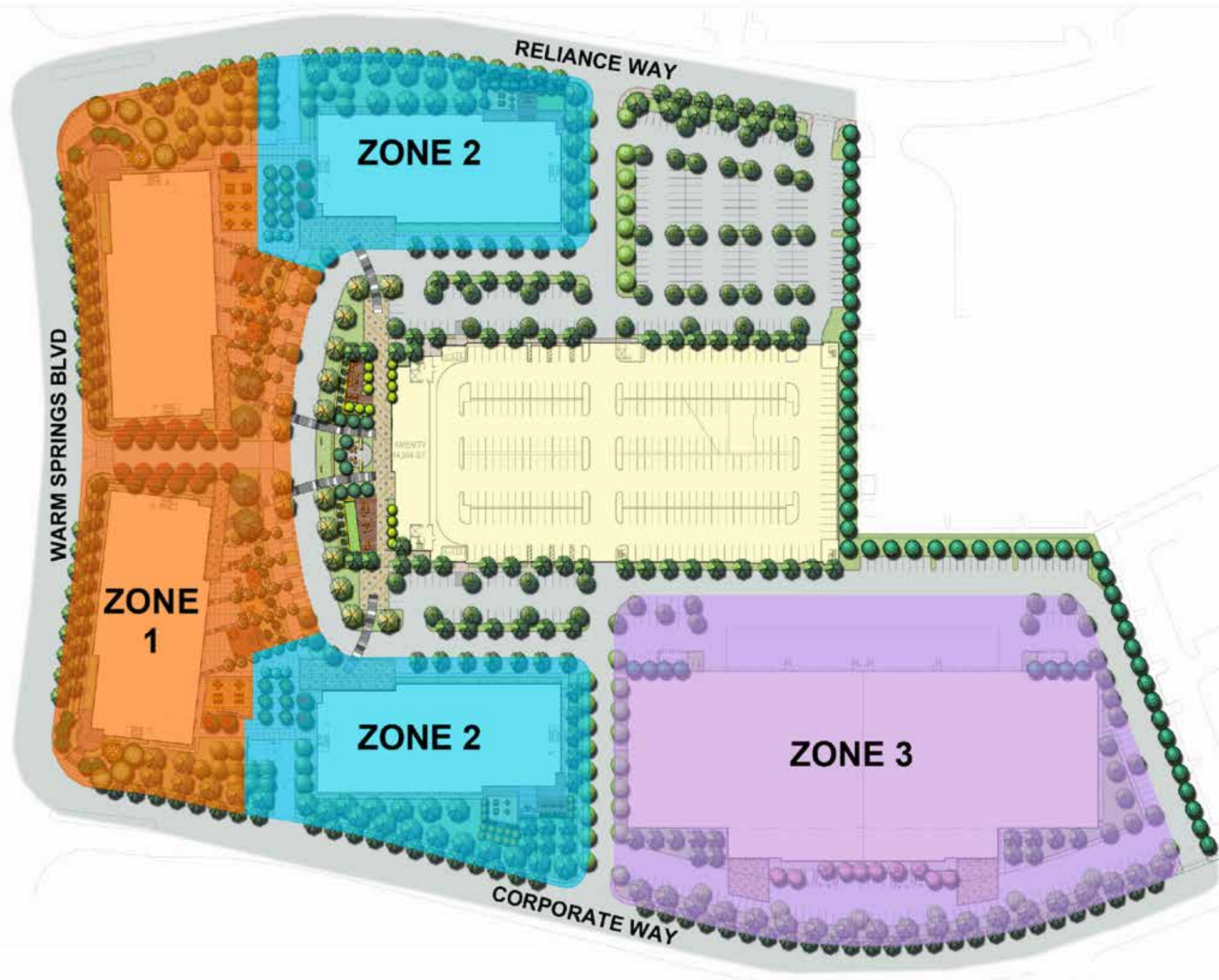


**LAND USE STRATEGY**

MASTER PLAN APPROACH

DEVELOPMENT ZONES

LAND USE TARGET INTENSITY



### **MASTER PLAN APPROACH**

In creating the current proposed WSTC Master Plan, many factors were considered:

- WS/SFCP requires buildings be setback 8'-12' from the street depending on proposed uses.
- Fremont Fire Department (FFD) access requirements of a fire aerial access lane 15'-30' from the building for fire trucks.
- Site Topography - the highpoint on the site is a 20' grade differential from the east property line to the west property line along Warm Springs Boulevard.

For simplification, the WSTC Master Plan has been separated into three zones, as illustrated by the site plan on the left. The three zones are as follows – Zone 1 – the two office buildings located along Warm Springs Boulevard; Zone 2 – the two office buildings located along Reliance Way and Corporate Way, respectively; and Zone 3 – the industrial building located along Corporate Way.

The City of Fremont WSI zoning ordinance allows for approved modifications to the current setback requirements when a building cannot meet setback standards due to extreme grade changes and creative design solutions are incorporated.

The WSTC Master Plan has implemented many unique design solutions that effectively deal with all of the aforementioned factors that present challenges to each zone. These design solutions include:

- Public accessible open space areas and plazas
- Architectural elements - trellis, fireplaces, defined meeting spaces - that frame the site and connect buildings to the public realm
- Reduction of parking areas within setbacks
- Well designed pedestrian pathways from building entries to sidewalks and within all open space areas throughout the site.

Detailed descriptions, plans and imagery of the design solutions addressing the approved modifications to the WSI zoning ordinance can be found in the Development Zones section of the Land Use Strategy chapter as well as in the Open Space Framework and Public Open Space sections of the Public Realm chapter.

## **DEVELOPMENT ZONES**

### Zone 1

While all three street frontages are important, the Warm Springs Boulevard frontage is the most prominent within the development. Per the WS/SFCP, Warm Spring Boulevard is an Urban Corridor, with 8'-12' setbacks. In addition, a critical factor in the layout along Warm Springs Boulevard is the existing grade and the cross slope into the site. Based upon site topography, there is a 7' grade differential between the sidewalk along Warm Springs Boulevard and the interior of the site.

In placing the buildings in the current location, the site layout balances the setback requirements, the streetscape experience, the fire aerial access, and the grade change. While greater than the setback, the current location allows for a gentle terraced landscape buffer to address the grade change and provide a positive streetscape along the urban corridor boulevard, while establishing a finished first floor at the interior grade level, which provides access and quality space for the building. Additionally, design strategies include large, publicly accessible plazas that incorporate well-designed pedestrian pathways connecting the building entries to the surrounding sidewalks.

### Zone 2

The primary factors affecting the two buildings fronting Reliance and Corporate Way are again the setback and the grade change. The setback remains 8'-12' for the buildings. Both Reliance and Corporate Ways slope up from Warm Springs Boulevard across both of these buildings. The slope actually changes from below the finish floor near Warm Springs to above the finish floor along the east end. If these buildings were rotated to adhere to the setback, the two alternatives are an elevated western façade of both buildings or a tall retaining wall across the eastern façade.

The proposed location provides a landscape buffer between the building and the streetscape that will address the significant change in grade. The landscape buffer will incorporate multiple publicly accessed seating areas of different scales, trellises, fireplaces, and well-designed pedestrian stairways and ramps to connect the building entries with the surrounding sidewalks.

### Zone 3

The industrial building along Corporate Way is located at the southeast corner of the overall site. This is the highpoint on a site with a 20' grade differential to Warm Springs Boulevard. Another factor is the overall size and scale of the building (540' length and 44' height). Although it is a single story building, the high-bay construction has the effect of being the equivalent of a three story office building. If the building were to adhere to the stated setback, 8'- 12' per the WS/SFCP for industrial developments, the site slope would need to be addressed in one of two ways – a high retaining wall or a split floor slab.

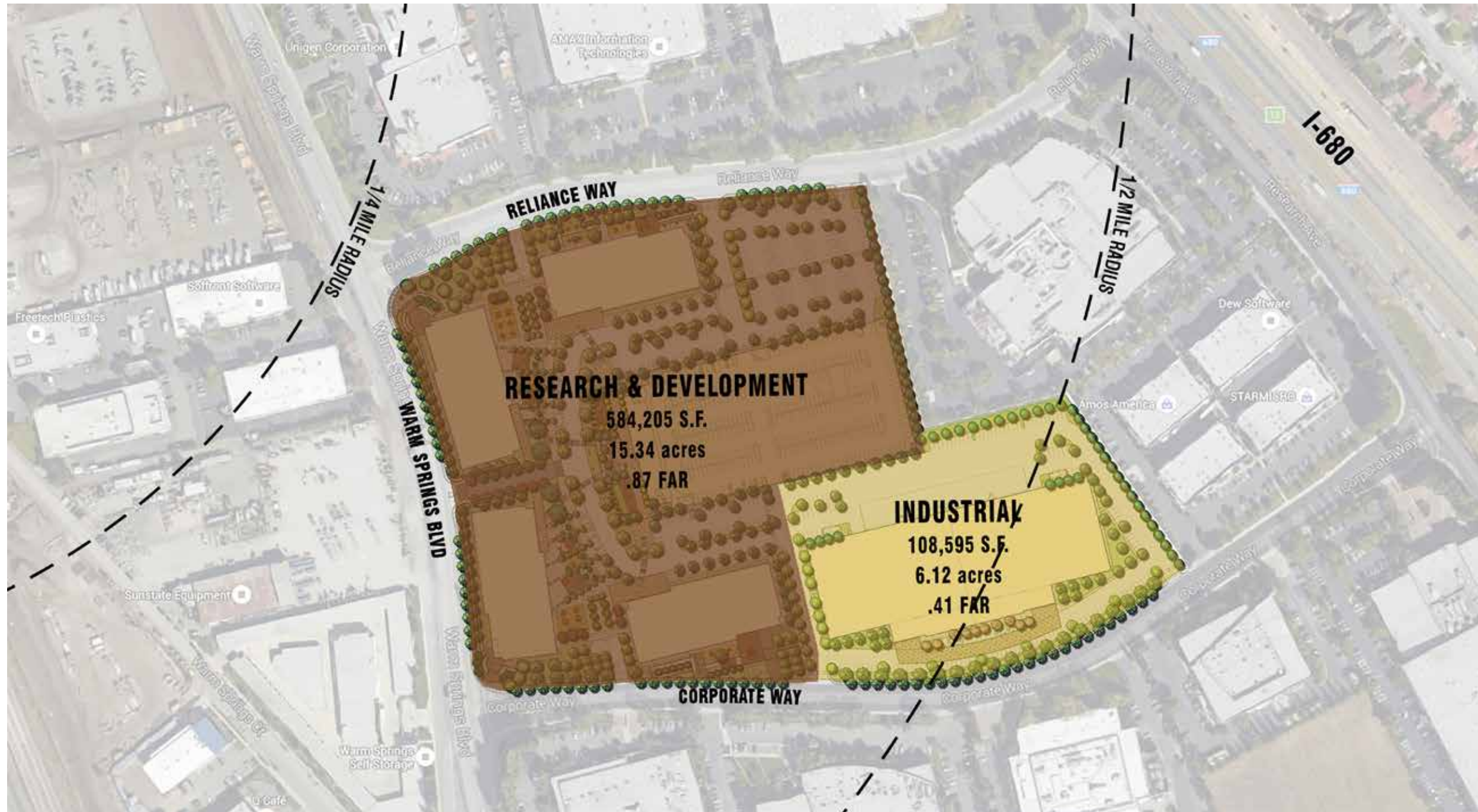
The proposed location allows both the landscaping and the parking to act as a buffer between the building and the street which responds to both the scale and the grade factors without having to step the floor plan down along the grade.

To create a more pedestrian friendly streetscape, a continuous hedge will help screen the parking area in front of the building. In addition, the pavement in front of the office component of the industrial development will be designed with high quality materials.

### Solution

In developing this Master Plan, the opinions and comments of the City of Fremont planning staff and the Fremont Fire Department were solicited to produce a design with a positive solution for all parties. The WSTC Master Plan endeavors to respond to all the mitigating factors and requirements to produce a development that creates a positive streetscape experience.

The proposed Warm Springs Technology Center will provide the City of Fremont with a Class-A **Campus of Innovation** that will further the overall goals of the Warm Springs/South Fremont Community Plan.



### LAND USE TARGET INTENSITY

Overall, the WSTC Master Plan proposed intensities are consistent with the target minimum building intensities outlined in Mix B for Area 10 in the WS/SFCP, which allows for industrial, research & development, office & convention, hotel, and retail & entertainment.

The proposed research & development uses are within 1/2 mile of the Warm Springs BART station and proposed at intensity greater than the targeted land use standard of .50 FAR.

The proposed industrial use has half of the site area within 1/2 mile of the Warm Springs BART station. The building area within 1/2 mile meets the proposed building intensity of .50 FAR and the building area outside of 1/2 mile meets the proposed building intensity of .35 FAR. When combined the industrial use has a .41 FAR.

The overall combined building area of the research & development uses and industrial use is .74 FAR.

**PUBLIC REALM**

TRANSIT CONNECTIONS

URBAN CORRIDOR - WARM SPRINGS BOULEVARD

INDUSTRIAL STREET - RELIANCE AND CORPORATE WAY

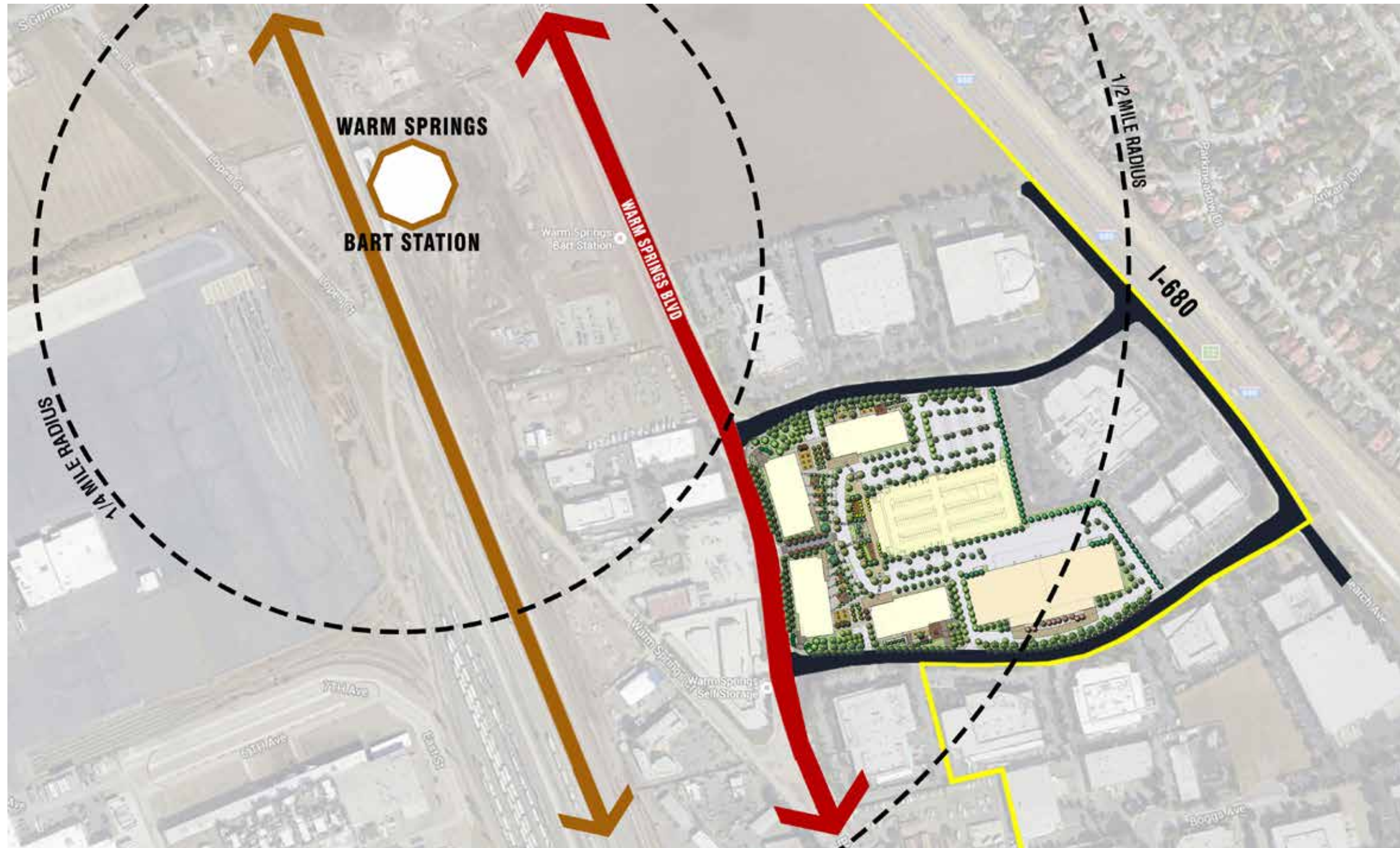
PEDESTRIAN PATHS & BIKE NETWORKS

OPEN SPACE FRAMEWORK

PUBLIC OPEN SPACE

PRIVATE COMMON SPACE




PUBLIC ART



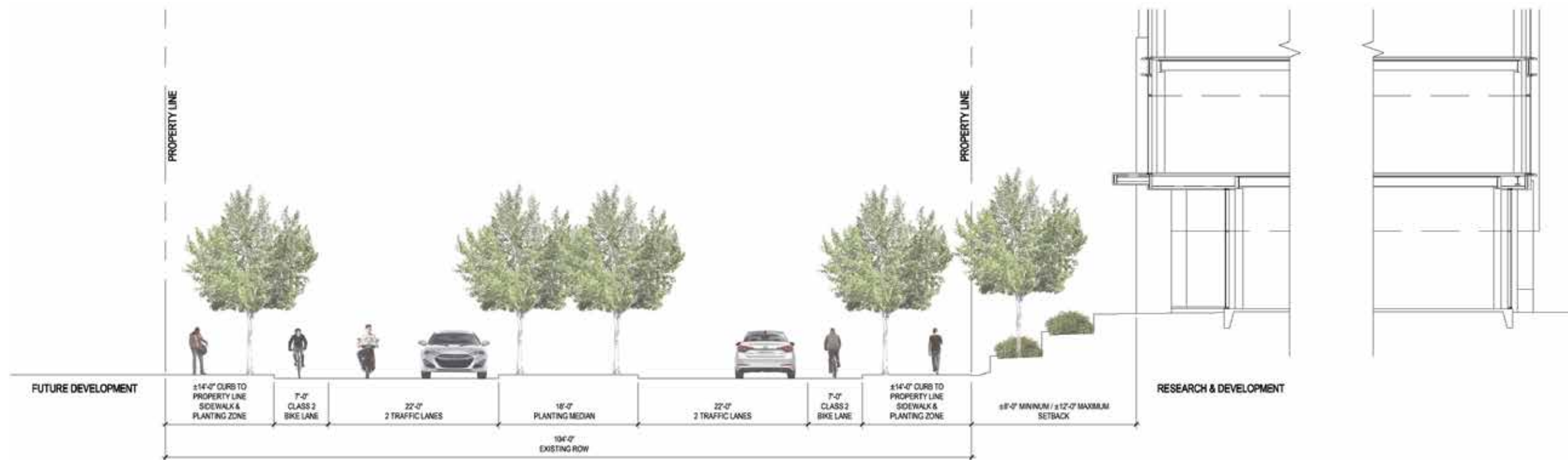
**TRANSIT CONNECTIONS**

The circulation system is designed to easily connect WSTC to transit, open space and all amenities within the WS/SFCP area. This interconnected network of public streets and pathways and semi-private driveways and pathways is pedestrian focused and bicycle friendly to promote safe, comfortable and convenient connections to the public realm for workers and visitors alike.

The circulation system is tied into the open spaces by active street frontages that support a variety of diverse interactive areas within the development. Street landscaping will be designed utilizing drought tolerant species reflecting the intent of the WS/SFCP to create a sustainable green infrastructure for the area.

-  Main Arterial (35 MPH Posted Speed, Bike Lane, No Street Parking)
-  Existing Industrial Street (25 MPH Posted Speed, Bike Line, No Street Parking)
-  Warm Springs BART Station





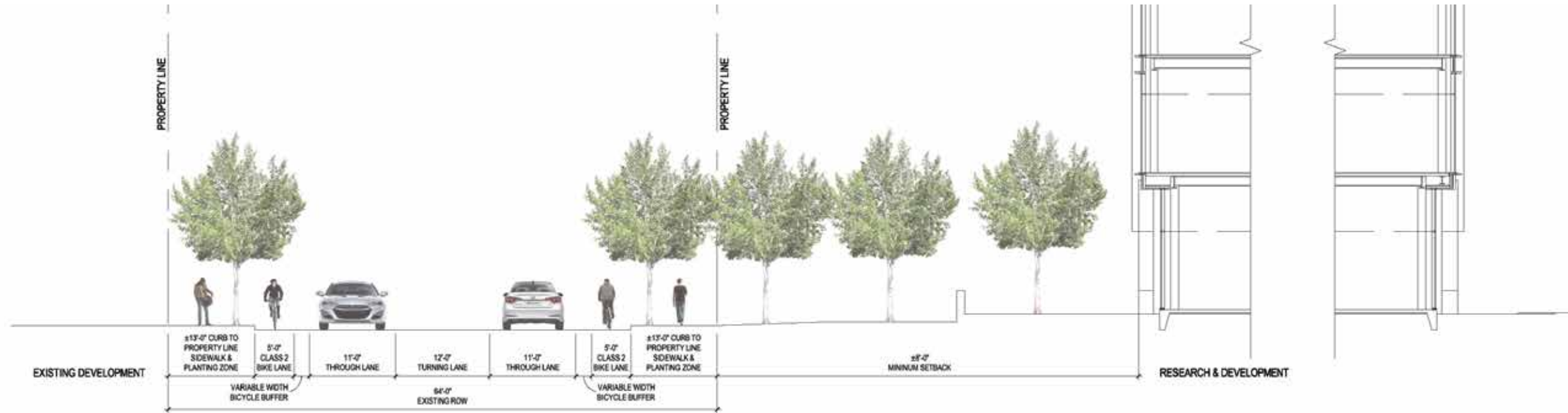
**URBAN CORRIDOR SECTION - TYPICAL AT RESEARCH & DEVELOPMENT BUILDING**

**URBAN CORRIDOR**

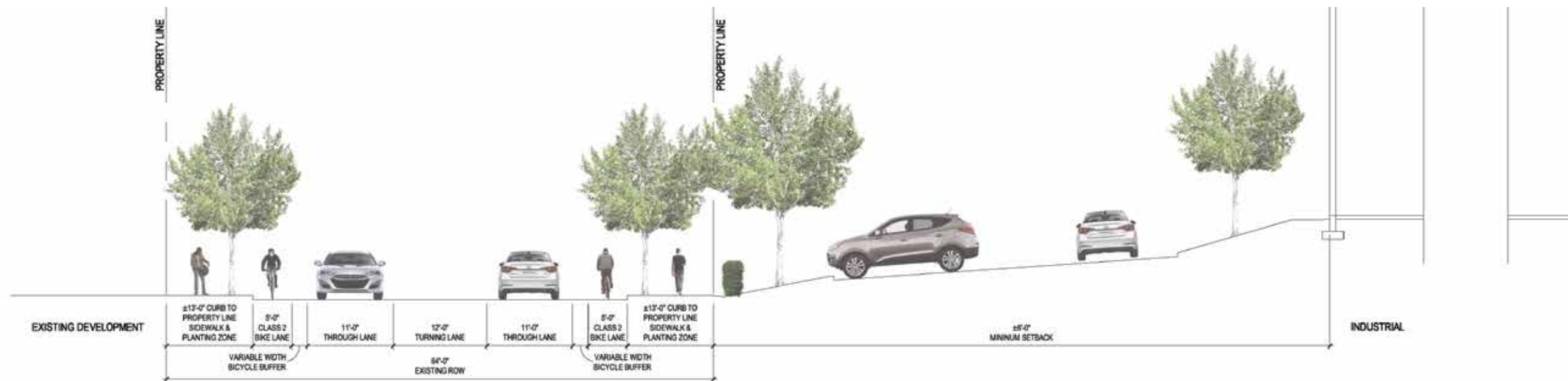
The design of Urban Corridors is set forth in the City of Fremont General Plan, Community Character Element and City of Fremont Standard Details for Streets in addition to the WS/SFCP. The Urban Corridors serve a large volume of traffic throughout the Plan area and form connections between the Warm Springs BART Station, key destinations and activity centers.

Warm Springs Boulevard is a four-lane road intended to support high traffic volumes while also serving as primary routes for buses, shuttles, bicycles and pedestrians. The WSTC Master Plan has limited car and shuttle access (right in/right out) to not impede the flow of traffic.

The WS/SFCP outlines that Urban Corridors have compact development patterns. Due to the grade changes affecting the WSTC Master Plan, creative design solutions have been implemented to maintain an active streetscape with the use of multiple publicly accessible plazas that incorporate well-designed pedestrian stairs and ramps, streetscape furnishings, public art and gentle terraced landscaping. These community gateways help to connect bicycles and pedestrians to the Warm Springs BART Station.



**INDUSTRIAL STREET SECTION - TYPICAL AT RESEARCH & DEVELOPMENT BUILDING**



**INDUSTRIAL STREET SECTION - TYPICAL AT INDUSTRIAL BUILDING**

**INDUSTRIAL STREET**

Per the WS/SFCP, an Industrial Street provides access to industrial and research & development land uses. These streets typically have lower bicycle and pedestrian activity but do include bike lanes and wider sidewalks to connect users to the Warm Springs BART station. Industrial Streets also typically have center turning lanes and multiple access points to each development.

The street is designed to accommodate larger vehicles, including trucks and trailers, with larger turning radii at intersections. As such, the WSTC Master Plan utilizes the Industrial Street for shipping and deliveries and trash/recycling access.

Reliance Way and Corporate Way have been identified as Industrial Streets as part of the WS/SFCP. These two streets experience significant grade changes along the length of the development.

The proposed building locations provide a landscape buffer that will incorporate multiple publicly accessed seating areas of different scales, trellises, fireplaces, and well-designed pedestrian stairways and ramps to connect the building entries with the surrounding sidewalks and successfully address the grade changes.



- Class II Bike Lane
- Pedestrian Network

**PEDESTRIAN PATH AND BIKE NETWORKS**

The circulation networks within the Master Plan and surrounding area include Class 2 bike lanes and bicycle/pedestrian pathways that seamlessly connect with the local and regional bike and public transportation networks. The WS/SFCP area also provides unrestricted pedestrian connectivity through a system of sidewalks, pedestrian prioritized intersections and series of open spaces of which the Community Gateways of the WSTC Master Plan connect.

Multiple walking and bicycling options further enable convenient access to a range of public transportation options - including BART, bus and shuttle service.

The Master Plan will provide short-term and long-term bicycle storage options as well as providing a minimum amount of on-site automobile parking to help promote the use of alternative transportation methods.



**OPEN SPACE TYPOLOGY**

- Community Gateway
- Private Common Open Spaces
- Potential Public Art Location

**OPEN SPACE FRAMEWORK**

The goal of the WSTC Master Plan is to effectively integrate places of activity and interaction within the development and to the surrounding WS/SFCP area. This is achieved through community gateways at the major intersections and entry points to the development and diverse private common open spaces spread throughout the site.

Community Gateways: These plazas form the primary link between the Warm Springs BART Station, public transportation, shuttles, pedestrians and bicyclists. By providing open space, seating, and streetscape amenities, these areas of activity offer valuable gathering opportunities for the office development as well as the entire neighborhood.

Private Common Open Spaces: The interior plazas spread throughout the Master Plan form the heart of the development and offer a diverse gathering place for those who come to work or visit. By providing open space, multiple seating options, exterior kitchens and other amenities, these areas become the collaborative centerpiece which help to connect users in each of the buildings with the entire neighborhood.



**WARM SPRINGS/RELIANCE WAY INTERSECTION**



**PUBLIC OPEN SPACE**

These community gateways are the face of the WSTC Master Plan. In most cases these spaces will provide the first connection between the Warm Springs BART Station, public transportation, shuttles, pedestrians and bicyclists and the development.

Due to the grade changes discussed in the Land Use Strategy for Zone 1, the community gateways also serve to promote a positive pedestrian streetscape experience while resolving the grade changes along Warm Springs Boulevard. This is achieved with an interactive area of stairs, ramps and seating areas as well as a terraced landscape buffer.

The community gateway to the north end of the site, as shown in these images, is the prominent entry point when approaching from the Warm Springs BART Station.

To enliven the public plazas and create a unique sense of place, public art is an important element to the community gateways. Using a mixture of sculpture, wayfinding signage, and street furniture, public art within the WSTC Master Plan will be incorporated into the landscape and architecture.



**WARM SPRINGS/CORPORATE WAY INTERSECTION**



**PUBLIC OPEN SPACE**

The community gateway to the south end of the site, as shown in these images, is the prominent entry point for a majority of the new building development within the WS/SFCP area. This entry point will create an appropriate scaled pedestrian experience while providing a connection to the neighboring area.



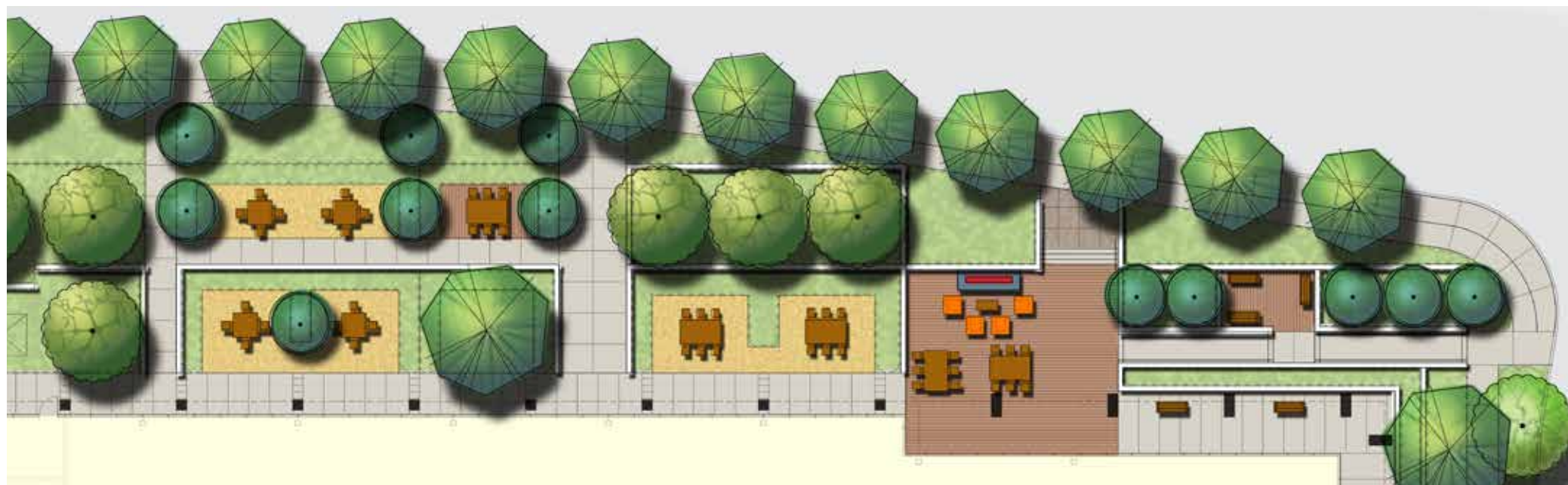




**PUBLIC OPEN SPACE**

The community gateways along Reliance Way and Corporate Way attempt to alleviate the extreme grade changes that occur along these two industrial streets. The proposed building locations provide a landscape buffer between the buildings and the streetscape that will address the significant change in grade with well-designed pedestrian stairways and ramps to connect the building entries with the surrounding sidewalks.

Additionally, these landscape buffers will incorporate multiple publicly accessed seating areas of different scales, functions, and openness to help to activate the streetscape.



**RELIANCE WAY STREETSCAPE**





**CORPORATE WAY STREETScape**







**PRIVATE COMMON OPEN SPACE BETWEEN RESEARCH & DEVELOPMENT BUILDINGS**



**PRIVATE COMMON OPEN SPACE**

The north/south connection that runs between the four research and development buildings and shared amenity building fronting the parking structure, forms the backbone of the common open space for the Master Plan. These areas will be constructed as each phase of the Master Plan is developed over time. At all phases of development, the private common open space far exceeds the 2.5% open space minimum area requirement of the zoning ordinance.

Designed throughout the common open space are a diverse set of informal and formal gathering spaces. These spaces provide the working community and visitors on site a multiple array of social and recreational opportunities and activities that complement the new work culture of the 21st century. Active and safe public plazas and amenity areas will help foster community interaction and collaboration.

These areas will be designed using healthy, long-lasting building materials, climate appropriate low water usage landscaping, and storm water management best practices.



**PRIVATE COMMON OPEN SPACE IN FRONT OF AMENITY BUILDING**



**PRIVATE COMMON OPEN SPACE**

The interior gathering area that fronts the shared amenity building offers diverse options for social and recreational interaction for those who work on site or visit. This area will be constructed as part of the final phase of the Master Plan. Once completed, the private common open space for the entire Master Plan will far exceed the 2.5% open space minimum area requirement of the zoning ordinance.

These areas are able to scale from intimate seating arrangements to more formal campus-wide activities that interact with the uses within the amenity building.



### **PUBLIC ART**

Public art is an important element within any new Master Plan development as it helps to create a unique sense of place. Using a mixture of sculpture, wayfinding signage, and street furniture, public art within the WSTC Master Plan will be incorporated into the landscape and architecture to enliven and enrich the community and open space areas.



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**IMPLEMENTATION AND PHASING**

LAND DEVELOPMENT

ILLUSTRATIVE SITE PLAN



**PHASE 1 - INITIAL**

BUILD FIRST TWO RESEARCH & DEVELOPMENT BUILDINGS, PUBLIC OPEN SPACE, PRIVATE COMMON SPACE, LOADING DOCKS, STREET CONNECTIONS, AND REQUIRED SURFACE PARKING - MEETS ALL STORMWATER TREATMENT REQUIREMENTS

	PHASE	SUBTOTAL
Developed Land	13.73 acres	13.73 acres
Built Area	284,610 sf	284,610 sf
Parking Spaces	843 spaces (2.96/1000)	843 spaces (2.96/1000)
Bicycle Parking	47 Short Term 44 Long Term	47 Short Term 44 Long Term
Open Space		166%



**PHASE 2 - INTERMEDIATE**

BUILD INDUSTRIAL BUILDING, ADDITIONAL STREET CONNECTION TO CORPORATE WAY, AND SURFACE PARKING - MEETS ALL STORMWATER TREATMENT REQUIREMENTS

	PHASE	SUBTOTAL
Developed Land	6.28 acres	20.01 acres
Built Area	108,595 sf	393,205 sf
Parking Spaces	189 spaces (1.74/1000)	1,032 spaces (2.62/1000)
Bicycle Parking	9 Short Term 9 Long Term	56 Short Term 53 Long Term
Open Space		57.3%



**PHASE 3 - FINAL**

BUILD FINAL TWO RESEARCH & DEVELOPMENT BUILDINGS, 4-LEVEL PARKING STRUCTURE, AMENITY BUILDING, AND PRIVATE COMMON SPACE - MEETS ALL STORMWATER TREATMENT REQUIREMENTS

	PHASE	SUBTOTAL
Developed Land	1.45 acres	21.46 acres
Built Area	299,595 sf	692,800 sf
Parking Spaces	778 spaces (2.6/1000)	1,810 spaces (2.62/1000)
Bicycle Parking	39 Short Term 39 Long Term	95 Short Term 92 Long Term
Open Space		33.3%

The proposed phasing plan is conceptual in nature and may change due to market forces. Minor modifications shall be subject to the review of the City of Fremont Planning Manager. The Planning Manager shall retain the authority to determine the level of review required (i.e. depending on the extent or location of the modification, the project may be referred to the Planning Commission or City Council for review and approval).





**ILLUSTRATIVE SITE PLAN**

- 1 Public Plaza
- 2 Public Common Open Space
- 3 Main Entry Enhanced Landscaping
- 4 Private Common Open Space
- 5 Enhanced Paving Area
- 6 Loading Dock and Generators
- 7 Loading Docks and Turn-around Area

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**BUILDING CONCEPTS**

RESEARCH AND DEVELOPMENT

INDUSTRIAL



**BUILDINGS 1 & 2 AT MAIN ENTRY DRIVE  
WITH AMENITY BUILDING IN DISTANCE**

### **RESEARCH & DEVELOPMENT**

The research & development buildings are prominently located along and towards the Warm Springs Boulevard street frontage. With their high level of transparency across all floors, these technology-oriented office buildings will become the face of the Warm Springs Innovation District as one enters from the south.

The facades at the building bases are recessed to create additional open space at the ground floor, provide solar protection for the interiors, and enhanced articulation of lobby spaces and building entrances.

Each of the four buildings has a community gateway plaza at the entry points of WSTC. These plazas provide connections to the pedestrian and bike network, outdoor seating, informal gathering spaces, and outdoor work and lunch opportunities.



**BUILDING 4 ALONG RELIANCE WAY**



**BUILDINGS 1 & 2 ENTRY VIEW**



**BUILDING 4 ENTRY VIEW**



**BUILDINGS 1 & 4 AT WARM SPRINGS/  
RELIANCE WAY INTERSECTION**





## **INDUSTRIAL**

The industrial building is placed along Corporate Way and closer to the existing industrial buildings in Area 10 of the WS/SFCP. The building is currently designed with the intent for 1 user or being subdivided for 2 users. Although it is a single story building, the high-bay construction has the effect of being the equivalent of a three story office building. As such, the building front has been designed to match elements of the research and development buildings by recessing the facade at the ground floor to create additional open space, provide solar protection for the interiors, and enhanced articulation of lobby spaces and building entrances.

### **BUILDING 3 ALONG CORPORATE WAY**

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**APPENDIX**

FIRE DEPARTMENT ACCESS

SOLID WASTE



**FIRE DEPARTMENT ACCESS**

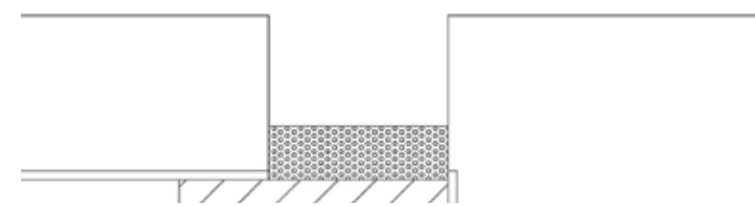
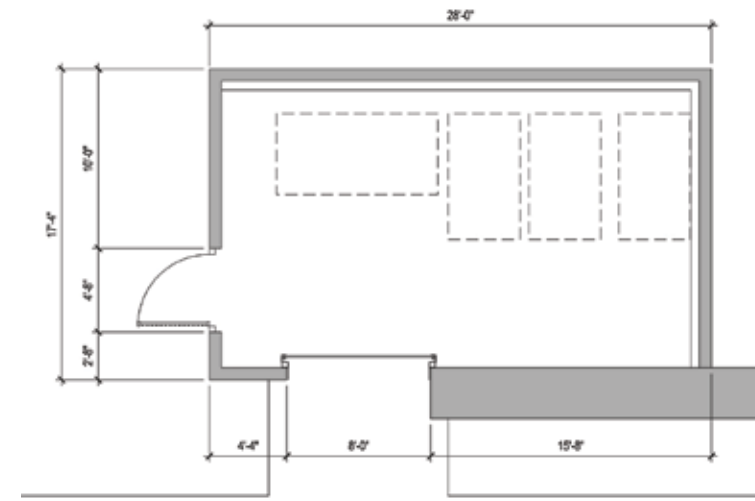
The highlighted drives meet all aspects of City of Fremont Fire Department standards for surface type, roadway width, turnaround distance, weight loads, turning radii, cross slopes, and vertical clearance.

The building locations are within the minimum and maximum distance allowed for aerial access from the fire department access roadway.

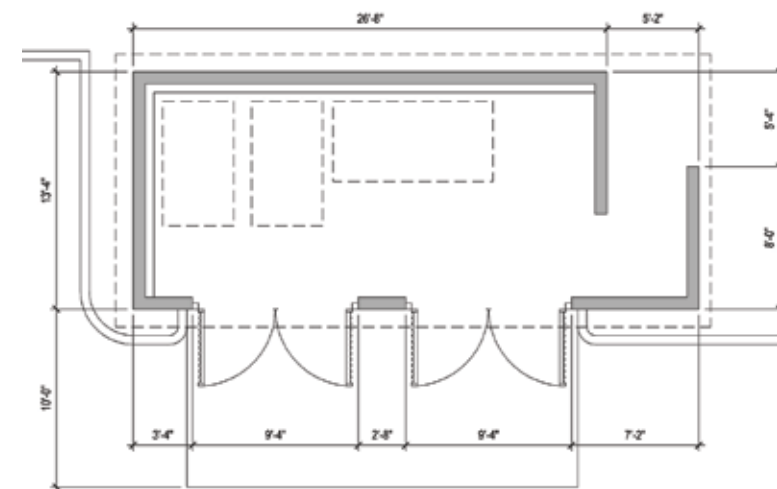


**SOLID WASTE**

The development meets City of Fremont requirements for solid waste collection. Trash enclosures are located centrally on the north and south side of the parking structure providing access from all four research & development buildings and the amenity structure. Trash enclosures are also located on either end of the loading docks at the rear of the industrial building.



**PARKING STRUCTURE TRASH ENCLOSURE**



**INDUSTRIAL BUILDING TRASH ENCLOSURE**