FREMONT CITY CENTER COMMUNITY PLAN

CITY OF FREMONT, CALIFORNIA

Adopted by City Council on May 19, 2015
Resolution No. 2015-26

raimi+ associates
the nature of community

SARGENT TOWN PLANNING
LOS ANGELES | BERKELEY | ALBUQUERQUE

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SARGENT TOWN PLANNING
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Table of Contents

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1. INTRODUCTION

SETTING THE STAGE

Fremont is the Bay Area's fourth-largest city in terms of population, but the second largest in terms of land area, at 90 square miles. This reflects Fremont's existing low-density suburban character, but also its recent history. When the City incorporated in 1956, it was a collection of five distinct small towns – Centerville, Irvington, Mission San Jose, Niles, and Warm Springs – separated by agricultural land. In just over 55 years, Fremont has become a city of 220,000, at the heart of one of the most economically dynamic regions in the world. While most of the historic small communities within Fremont still retain a strong character and identity, Fremont does not have a central downtown with compact urban amenities such as transit, civic uses, pedestrian-oriented streets, jobs, and nightlife. However, ever since its 1956 incorporation, the City has envisioned creating a compact downtown to provide a civic heart and urban core for the sprawling City. The adjacent Downtown District fulfills that vision. The City Center will complement and support the Downtown District. Recently, several important efforts have set the stage for the City Center to transform into just such a place.

First, the 2011 Fremont General Plan update reaffirmed the community's vision to create an urban, walkable, transit-oriented City Center. The General Plan's vision for the City Center is bold and forward-thinking. It calls for transformation of the City Center from a primarily auto-oriented area with large blocks, wide streets, and little pedestrian charm into the urban center of a major California city. The City Center is envisioned to fill a central void in Fremont, with greater intensity, scale, and diversity of commercial, civic, public, retail, entertainment, and residential uses than the smaller, existing historic centers in the City. While the General Plan re-affirms this overall vision, it leaves a broad range of questions about urban design, land use, transportation, infrastructure, and implementation unanswered.

> Looking forward, City Center will become more urban in character, with more intense infill development and redevelopment, particularly within ½ mile of BART. Trees, sidewalks, benches, plazas, public art and other amenities [will] make the streets pedestrian-friendly. While the City Center includes local-serving uses, it is envisioned primarily as a regional commercial center, employment center, and entertainment and cultural center. The designation also accommodates mid to high-rise residential projects and mixed use projects incorporating housing above non-residential uses."
>
> - City Center Land Use Designation, Fremont General Plan

Second, following on the heels of the 2011 General Plan, the City created the Downtown Community Plan. The Downtown Community Plan provides a detailed vision for civic, retail, and mixed-use development within a 100 acre area centered along Capitol Avenue, between Paseo Padre Parkway and Fremont Boulevard. With a combination of future development – including the relocation and consolidation of city offices into one civic center – and current mixed-use and retail projects, Downtown is poised to become a vibrant center of retail and civic activity. While Downtown is already making positive strides, the successful transformation of the surrounding City Center will depend on the systematic connection of those areas to the Downtown with the urban fabric of a true City Center.

Third, with the southern extension of BART underway to Warm Springs and eventually to San Jose, the function of the Fremont BART Station will change from simply sending commuters to the north to sending and receiving commuters in both directions. It will continue to draw increased ridership from both the north and the south, and as Downtown and the City Center intensify there will be less park-and-ride activity and more commuters who seek to walk or bicycle to and from the station.

Fourth, and perhaps most importantly, the community's vision for itself is changing. While large sections of Fremont will undoubtedly remain suburban and auto-oriented for the foreseeable future, there is increasing demand for walkable neighborhoods, access to quality transit, entertainment and nightlife, better public space, local jobs, and urban amenities. As the General Plan Vision Statement puts it, "Fremont will serve as a national model of how an auto-oriented suburb can evolve into a sustainable, strategically urban, modern city." The City Center will be a central component of that transformation. A very clear plan, clear development standards, and a rigorous implementation strategy will be critical precursors to realizing that vision.

DOCUMENT PURPOSE & AUTHORITY

This City Center Community Plan provides policy guidance, illustrative concepts, and implementation actions for transforming the area near central Fremont, BART, and Downtown from an auto-oriented suburban area into a truly walkable, urban, transit-oriented City Center. It implements the General Plan while superseding and consolidating previous planning work in the City Center. The City Center Community Plan is also intended to support and catalyze development in the Downtown District, which the City Center largely surrounds. The Community Plan also sets the vision for and is complemented by Chapter 18.43 of the Municipal Zoning Code, which provides development standards and regulations for the entire City Center (hereinafter refered to as the City Center Code).

COMMUNITY PLAN AREA

The City Center Community Plan applies to the area shown on the following page, roughly contiguous with the General Plan's City Center Land Use Designation. The City Center Community Plan is complementary to but does not include any areas of the Downtown Community Plan.

Figure 1.1 | Plan Area - City Center Community Plan

RELATIONSHIP TO OTHER PLANS

The nature of the relationship of the City Center Community Plan to other planning documents is described below.

Fremont General Plan

The City Center Community Plan and development standards are implementing documents of the Fremont General Plan, which was updated and adopted in December 2011. The City Center Community Plan and Code are guided by the General Plan's adopted vision, policies, land use designation, and other guidance for the area.

Central Business District Concept Plan

The City Center Community Plan and City Center Code supersedes the Central Business District (CBD) Concept Plan, adopted in November 2001 and last updated in March 2009. However, the Community Plan and Code carry forward many of the key concepts found in the CBD Concept Plan, including similar geographic boundaries, a focus on supporting Capitol Avenue and Downtown, a diverse mix of uses, better multi-modal transportation options in key locations, and incorporation of the major through arterial streets into the City Center environment.

Downtown Community Plan

The Downtown Community Plan, adopted in October 2012, is not affected by the City Center Community Plan and Code. At the same time, it is an important goal of the Community Plan and Code to be strongly supportive of the transformation envisioned in the Downtown Community Plan, promoting such strategies as linking Downtown to BART, and generating coherent urban environments along and around the major streets which separate the Downtown from the rest of the City Center.

The Fremont Downtown Community Plan document provides guidance for the Downtown District, a separate area within the City Center.

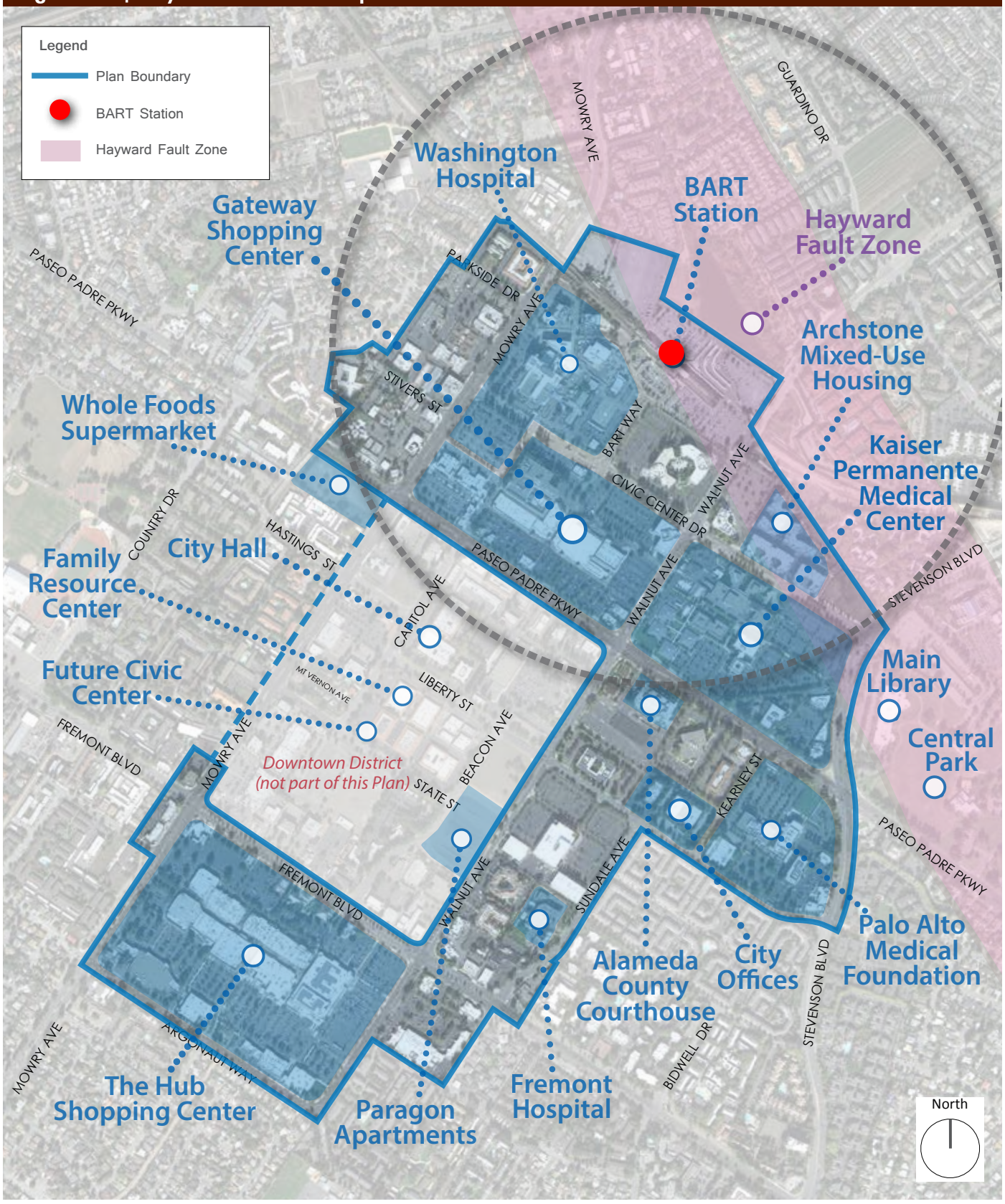
Envision Fremont Boulevard

As it relates to the portion of Fremont Boulevard that passes through the City Center area, the City Center Community Plan and Code supersedes the Envision Fremont Boulevard study. However, it incorporates many key concepts such as improving multi-modal transportation on Fremont Boulevard and focusing development intensity and urban character at the intersection of Fremont Boulevard and Capitol Avenue.

City Center Zoning Code (Fremont Municipal Code, Chapter 18.43)

The complementary Code provides regulating standards for all future development in the City Center, translating the City Center Community Plan's concepts and policies into zoning regulations. The City Center Code has been prepared in tandem with and is best understood alongside the Community Plan, but is directly adopted into the Municipal Code as Chapter 18.43 of the Fremont Municipal Code. Municipal Code regulations and standards on topics not addressed in the City Center Code still apply to the City Center. Where there is a conflict between the City Center Code and the Community Plan, the City Center Code shall govern.

Figure 1.2 | City Center Context Map



CURRENT CONDITIONS

The vision for the City Center is to transform low-density, automobile-oriented land use and urban design patterns into a walkable, intense urban center with a strong sense of place and destination. This area possesses a number of key existing characteristics – a high concentration of jobs, institutional "anchor" uses, access to BART, and a diversity of uses – without which the transformation of such a suburban place to an urban center would likely be out of reach, and it will be very important to accentuate and leverage these vital assets as the City Center's transformation is realized over time. Other existing features – particularly the arterial street and super-block pattern – will need to be substantially transformed over time to create a walkable, transit-oriented urban City Center that can support a thriving Downtown.

BLOCKS AND STREETS

Most of the existing blocks in the City Center planning area are very large, occupied primarily by parking lots, and separated by wide streets with minimal pedestrian activity along their sidewalks. The finer network of streets necessary to form an urban structure of walkable blocks is discontinuous or absent. This street pattern poses a major challenge to bicycle and pedestrian travel by lengthening travel distances and limiting pedestrian and bike access to transit stations and stops. There are multiple opportunities to create smaller blocks by adding more internal streets, which may in some cases be public rights-of-way or may be privately owned but publicly accessible. Fremont arterials, with multiple wide travel lanes, turn lanes, and design speeds between 35-40 miles per hour, facilitate vehicular through-movement but discourage walking, cycling, and enjoyment of the public realm. They also mostly lack on-street parking, making it difficult for buildings to relate to the street.

PUBLIC REALM

While there is some pedestrian activity in public places such as the BART Station or retail shopping complexes, there is not a consistent network of pedestrian facilities or public space. Links between important destinations like BART, jobs centers, and the emerging Downtown are lacking. There is also a lack of consistent streetscape, wayfinding, park space, and lighting. Surface parking lots are the dominant streetscape element at present, creating a visual effect that discourages pedestrian enjoyment of the public realm. More urban parking standards and design are necessary to achieve the intensity of development that Fremont envisions for its City Center area.

Surface parking lots are common throughout the area.

View of the intersection of Paseo Padre Parkway and Capitol Avenue.

Wide streets, such as this view looking south down Paseo Padre Parkway, make for a difficult pedestrian environment.

LAND USE

The City Center is currently comprised of five primary use types, many of which are likely to remain or intensify throughout the course of Community Plan implementation:

- Retail / Service – this includes two major commercial centers at Gateway Plaza and the Hub
- Office – office buildings and low-density office parks, many medical-related, usually with abundant surface parking
- Institutional – four hospitals/medical centers
- Civic – this includes City Hall and the Courthouse
- Multi - Family Residential – a small number of multi-unit buildings

TRANSIT

The Fremont BART Station is currently the end of the line, but as BART is extended southward to Warm Springs and eventually San Jose, the role of Fremont BART will intensify and change. Access to the station by walking, bike, and feeder transit will become more important, and commuters will begin arriving from both the north and the south. Numerous bus routes serve the City Center area, and most operate infrequently. Low frequency service, limited station amenities and wayfinding, and poor pedestrian connectivity to points of interest limit the potential transit market. The bus routes serving the Fremont BART station may change with the opening of the Warm Springs / South Fremont BART Station.

View of Gateway Plaza Shopping Center pedestrian passage

View of Fremont BART Station parking lot from south.

The Fremont Hub Shopping Center provides many retail options for residents and visitors to Fremont.

View of entrance to Fremont BART Station.

BUILDINGS

Most buildings in the City Center are suburban or auto-oriented, most oriented to parking lots rather than streets. Buildings vary in height – most are one or two stories, while a few, such as at Washington Hospital, are up to six stories. There are multiple opportunities to create more urban building types, including those that mix residential and various types of commercial uses, both vertically and horizontally. Recent projects such as Paragon and Archstone have begun to change this pattern.

View of existing multi-family housing along Civic Center Drive.

Building facades oriented to parking lot.

DOCUMENT STRUCTURE

The Community Plan is structured to set the vision for and complement the City Center Code. The Community Plan contains the following sections:

- Chapter 2: Vision – Describes the overall Vision for the City Center.
- Chapter 3: City Center Character and Design – Provides land use and design policy, including illustrative concepts for key locations and direction for several sub-areas of the City Center.
- Chapter 4: Transportation, Parking, and Infrastructure – Sets policy for all modes of transportation, parking, transportation demand management, and infrastructure.
- Chapter 5: Implementation – Provides a series of implementation strategies for transformation of this area to a City Center, including recommended catalytic actions, priorities, and funding strategies.

2. VISION

CITY CENTER VISION

The vision for the City Center was set by the Fremont General Plan Update, adopted in December 2011. The goal of this Community Plan and City Center Code is to implement and add specificity to that vision. Citywide, the General Plan calls for a more "strategically urban" city that improves pedestrian orientation and sustainability, especially in the City Center and other areas near transit.

> "Fremont will serve as a national model of how an auto-oriented suburb can evolve into a sustainable, strategically urban, modern city."
>
> - Vision Statement for Fremont General Plan

The General Plan's vision for the City Center itself is bold and forward-looking. It calls for transformation of the City Center from a primarily auto-oriented area with large blocks, wide streets, and limited pedestrian charm into the civic and public heart of the Bay Area's 4th-largest City. The City Center is envisioned to hold a central role in Fremont, with greater intensity, scale, and diversity of commercial, civic, public, retail, entertainment, and residential uses than other important neighborhood centers in the City. A truly urban City Center will anchor Fremont as one of the Bay Area's leading cities for the 21st century, even as it continues to respond to larger regional forces such as the extension of BART to San Jose; the role of the Silicon Valley as an internationally relevant jobs center; continued demand for medical facilities and services; and the regional focus on sustainability and transit-oriented development.

Pedestrian amenities, street lights, and landscaping create pleasant and walkable public spaces.

The City Center will continue to provide employment opportunities in an urban, transit-oriented setting.

VISION STRATEGIES

The General Plan presents the vision for the City Center in broad terms, describing the end state of what will be a decades-long process of transition and change. It describes the City Center as "more urban", "more intense", "more diverse", "more transit-oriented" than the rest of Fremont – a place that will offer a range of more urban lifestyles, new types of economic development opportunities, and more sustainable transportation systems and urban form. The role of this Community Plan is to clarify exactly what that means and how it will be implemented.

Through the Community Plan planning process – and discussions with stakeholders, the Planning Commission, City Council and City staff – that high level vision has been more clearly focused, both in terms of development standards for the City Center, and in terms of implementation strategies to drive this ambitious transformation. That refined vision has informed this Community Plan and the accompanying City Center development regulations (Fremont Municipal Code, Chapter 18.43), and is comprised of the following key strategies:

1. A walkable, bikeable, transit-oriented City Center with pedestrian-scaled blocks and a strong sense of place.

A defining characteristic of successful city centers is that they are compelling, attractive and comfortable places to be out in public, meeting and greeting ones neighbors and fellow residents, shopping, dining, working, and simply enjoying the surroundings. Such places attract visitors, retain shoppers for longer periods of time, and are desirable amenities that add value to nearby work places and residences. A successful city center is scaled and oriented to the pedestrian. Cars slow down and defer to pedestrians, generating a much safer and more attractive environment for pedestrians and bicyclists, with lower noise levels and significantly increased visibility of businesses to passing motorists.

The structural framework of a city center is the street network – much finer grained than the current patterns in the City Center Planning Area – forming small to moderate sized blocks and frequent safe crosswalks that generate relatively direct, short routes for pedestrians to move about. Every street – from the largest boulevard to the smallest internal connection – includes very comfortable sidewalks on both sides, enabling pedestrians to move about, shielded from moving traffic in almost all cases by rows of street trees, pedestrian-scale streetlights, and rows of parked cars at the curb.

2. A comfortable, human-scale public realm with pedestrian-oriented buildings.

Walkable green streets will form the majority of the public space of the City Center. Unlike most other parts of town, buildings will be generally aligned in a clear pattern, with pedestrian-scaled facades and entrances close to the street frontages. Such buildings should face the street with entries, display windows, and signage – or in the case of residential buildings, entry courts, lobbies or stoops – oriented to and welcoming the pedestrian. This will create the impression that the streets are "outdoor rooms" with a memorable sense of place. Likewise, building use can be flexible over time and depending on changing market demands – accommodating retail or office uses at the ground level, and residential or office uses on upper floors. Buildings that can accommodate multiple uses create a more dynamic urban environment. They also support

Stoop frontages can help contribute to a more urban character for Fremont's City Center.

The City Center public realm will contain street trees, pedestrian-scaled frontage, outdoor dining, wide sidewalks, and wayfinding.

environmental sustainability by allowing for reuse throughout their lifetime.

Public plazas, squares, and parks are strategically located throughout the City Center, activated by shops, restaurants and civic buildings that face them. These distinguished spaces will provide a venue for public gatherings and celebrations, public markets, outdoor dining, play areas, and calm places for reading or visiting. This "public realm" of the City Center will be the center of civic life in Fremont, attracting visitors, customers, and residents to visit often, shop and linger.

3. A rich mix of uses with new housing options.

Even more important than exactly what a place looks like is what you can do there. Cities are, after all, merely containers for human activity and economy, and the City Center is a place where many diverse activities can be mixed together to generate an exciting, active place. Much more than Fremont's neighborhoods or shopping centers or employment districts, the City Center is a place where everyone will be able to come together in a welcoming, comfortable environment.

A key addition for the City Center area is a diversity of new housing options. Residents in particular add a great deal to a city center, providing eyes on the street, a street presence after dark, and a sense of ownership and commitment to public space. Successful urban housing is usually located on upper floors of mixed-use or residential buildings, or in townhomes or flats with their ground floors elevated slightly from the street. Residents foster a safer, "lived-in" environment, providing daily and nightly customers for many businesses to help smooth out the visitor-customer peaks and valleys. In Fremont's City Center, residences will offer employees of Downtown and City Center businesses the option of a commute-free lifestyle, and BART commuters the option of a car-free lifestyle, a rare and valuable thing outside a few well-established historic city centers. Most successful American downtown or city centers provide just that, with a mix of retail shops, restaurants, offices, art galleries, theaters, and residences all uniquely stirred together in an urban environment.

4. Strong connection between BART, Downtown, and other key destinations.

The presence of the Fremont BART Station – and the prospect of its transformation as it becomes a middle-of-the-line station rather than the end – is a powerful force that can support the City Center's increased urbanization and pedestrian-orientation. The silver bullet in this challenging quest will be visitors, shoppers and others on the ground without a car, and connecting with BART will be a primary key to this success. At present, the Fremont BART station is in the middle of a great place to park and a rather dismal place to walk, and the pedestrian routes between BART and the Downtown District are relatively unclear and unpleasant. A top priority of the City Center Community Plan is improving those connections and enlivening them with new urban amenities, conveniences, safe pedestrian routes, wayfinding, public art, and public space. This will create a new stream of pedestrians and customers to the Downtown and destinations in between, while generating less demand for parking and automobile infrastructure. Similarly, the success of the City Center and Downtown District will be greatly enhanced by providing better pedestrian connections to the areas south of Walnut Avenue, the shopping areas west of Fremont Boulevard, major

An example of an urban mixed-use building, with a grocery store on the ground floor and residences above.

Multi-family building types can add new housing choices for Fremont residents looking to live near Downtown.

employers such as the hospitals, the neighborhoods north of Mowry Avenue, and the neighborhoods east of the Fremont BART Station.

5. A focus on Downtown for most near-term opportunities.

Clearly the Downtown District is the most promising near-term opportunity for significant change in the City Center, and the City has already committed to focusing most near-term energy and financial resources on getting that off the ground. Opportunities for change in the surrounding City Center area should not siphon away resources from the Downtown, and should focus on connecting to it to help feed its success, while remaining open to providing some support to significant private initiatives that may appear elsewhere in the City Center.

6. Coordination with BART, hospitals, and retailers to improve public space.

A very high priority in beginning the City Center's transition is making the spaces between the buildings nicer to be in and more comfortable to walk in. Direct and frequent coordination with large property owners and tenants is essential to achieving this goal. Major existing businesses and hospitals are constantly making improvements of various kinds to their facilities, and collaborating to orient those improvements toward a better pedestrian environment. For example, some of the wide bands of "decorative landscape" intended to screen parking lots can be utilized instead for wider sidewalks, bigger better street trees, and outdoor dining. There may also be opportunities to coordinate façade improvements or pedestrian connections, or to implement interim, lively commercial activities such as food trucks or outdoor market areas.

7. Memorable, beautiful gateway intersections to the City Center and Downtown District.

Years from now, someone approaching the City Center or the Downtown along one of Fremont's major arterial streets will have no doubt where they are. They will be in the center of an important California city, travelling along a beautiful tree-lined boulevard flanked with attractive multi-story buildings full of activity, with the option to turn down any one of a number of walkable city center streets to find, restaurants, offices, shops, public plazas, and residential buildings. Today, however, most streets are wide and auto-oriented, and lack urban levels of pedestrian activity. As a result, an important transformation strategy is to begin establishing the geography of the Downtown and City Center by demarcating key gateways and entry points. Strong new urban design elements, including striking tree plantings, monuments and landmarks, coordinated identity and directional signage and beautiful night lighting at key intersections and along key street frontages, will signal to the visitor or passerby that they are in Fremont's new and growing City Center and help to establish that new brand. Gradually, as the street network and building fabric of the downtown fill in and mature, these initial gateway "bright spots" will become an integrated piece of the urban landscape.

8. Leveraging employment, visitor, and resident populations for economic development.

To be a vibrant center of retail and restaurant activity, the City Center must compete with a constantly growing and shifting array of competition, in the forms of retail centers of various types, internet shopping alternatives, evolving restaurant formats, and other growing city centers in the region. Keys to this competition for customers include the strong design and marketing

Shared parking, carsharing, and better pedestrian access can reduce parking demand in the City Center.

Example of a gateway element which creates memorable entrance into City Center.

strategies for the Downtown District, and the City's commitment to reinvesting in its own government center. The City Center, which surrounds the Downtown, has the potential to greatly support and hasten Downtown's success, delivering thousands of employees and visitors who frequent the hospitals and other major employers of the area surrounding the Downtown.

9. A comprehensive, efficient parking strategy.

The City Center will be different from the typical shopping, employment and residential developments in Fremont, where each building has its own independent parking facility, based on the assumption that everyone will arrive in a car. Instead, the City Center is where people may arrive by transit, on foot, by bicycle, or in a car. Arriving motorists will be able to park their car once and then move from one interesting activity to another on foot. Accomplishing this will require a coordinated, shared approach to parking, efficiently accommodating a succession of parkers throughout the day and evening: a breakfast customer before work, retail customers or an office employee throughout the day, and dinner and theater customers or residents home from work in the evening hours. Such shared arrangements do not effortlessly manage themselves, and require active management and careful monitoring by a district parking manager. But well planned and operated parking districts provide ample, convenient parking for all users in the most successful city centers without giving up more valuable city center real estate than necessary to the unproductive, unexciting, and usually unaesthetic business of storing cars.

10. A long-term vision with short-term flexibility.

The scale of urban transformation envisioned by the General Plan for the City Center is ambitious. The strategy for accomplishing this transformation is to move ahead with certain obvious "first steps" while remaining alert and responsive to unforeseen opportunities that will speed and support the progress in unexpected places. More important than the sequence of improvements is the nature and coordination of those improvements. This Plan, and the companion City Center Code (Municipal Code Chapter 18.43), clearly describes the type, scale and character of streetscape and development envisioned for the City Center. As long as each new piece – each new investment – is consistent with this plan, it will fit together gracefully with additional adjoining development, whether it comes a year later or decades later. Exact tenant uses within buildings will be less important than gradual improvements to building scale and massing, better streets and streetscape, and improved pedestrian orientation.

The City Center will support and complement Downtown retail and entertainment.

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3. CHARACTER AND DESIGN

INTRODUCTION

This chapter contains goals and policies for urban design and land use in the City Center. Center-wide Goals apply across the entire City Center, while Subarea Goals target specific sub-areas.

CITY CENTER-WIDE GOALS AND POLICIES

The goals and policies below apply across the entire City Center area. The subsequent section contains goals and policies for specific sub-areas.

Goal 1: Mix of City Center Land Uses

The land use mix in the City Center is intended to be flexible and urban. It will implement the General Plan's vision of a walkable, mixed-use, urban, and transit-oriented City Center, while providing Fremont with a core of civic and commercial activity complemented by employment, housing, services, and entertainment. The flexible mix of residential and non-residential uses throughout the City Center could include "vertical" mixed-use buildings as well as "horizontal" mixed-use areas with different complementary uses side-by-side in an urban setting.

A complete streetscape includes wide sidewalks, landscaping, street trees, pedestrian-scaled streetlights, and bicycle parking.

Policies:

1.1 Density Near BART. Encourage uses that maximize residential and/or employment density within ½ mile of the Fremont BART Station.

1.2 Development Flexibility. Allow flexibility in the use and scale of new development to respond to market forces.

1.3 Mix of Uses. Encourage a diverse mix of uses in the City Center, including the following:

- Housing, including senior housing, affordable housing, live-work, and mid- to high-density multi-family housing
- Office and other jobs-rich uses
- Retail that is transit-oriented and/or complementary to Downtown
- Service Commercial
- Entertainment
- Lodging
- Institutional and Hospital

1.4 Prohibited Uses. Prohibit the following uses within the City Center:

- Drive-through restaurants
- Industrial
- Major automobile repair, service, or sales
- Storage facilities
- Gas stations

Retail anchor which complements the pedestrian-oriented nature of Downtown.

City Center Synergy with Downtown

One of the central intentions of the City Center Community Plan is to support and complement the emerging Downtown, which is focused along Capitol Avenue. The City Center surrounds the Downtown and can provide it with economic support, complementary public space, and better links to BART and the surrounding neighborhoods. The relationship between Downtown and the City Center should be synergistic – the success of one will support the success of the other.

Policies:

1.5 Downtown Focus. Support and catalyze the Downtown through City Center planning and development.

1.6 Complementary Land Uses. Encourage complementary uses between the City Center and Downtown, with the City Center focusing on jobs, housing, and limited retail and services to complement Downtown's civic and active retail focus.

1.7 Downtown-to-BART Connections. Improve connections between BART and Downtown, including through and around Gateway Plaza, along BART Way, and along Civic Center Drive.

1.8 Downtown Connections to Surrounding Neighborhoods. Improve pedestrian connections from the Downtown to surrounding neighborhoods in the City Center and beyond.

Healthcare and Employment Focus

The City Center is and will continue to be an important regional jobs center, with a large proportion of jobs related to healthcare and hospitals. An important strategy is to leverage the daily visitors and foot traffic generated by employment and healthcare to support a walkable City Center with an array of urban services and amenities. Jobs are also good generators of transit ridership, and can contribute to the transit-orientation of the entire City Center.

Policies:

1.9 Jobs Near BART. Actively encourage jobs to be located near the Fremont BART Station, catering to transit riders, capitalizing on existing BART capacity from the north during A.M. peak hours, and minimizing transit riders' walking distance to work.

1.10 Serve Employee Population. Encourage services, commercial businesses, public space and land uses that cater to the City Center's worker population.

1.11 Leverage Hospital and Healthcare Uses. Work with the many healthcare and hospital uses in the City Center to support the City Center vision for future development, particularly for frontages along public streets.

1.12 Live-work. Allow Live-work uses in various locations with the City Center.

Pedestrian amenities create an attractive environment for residents and visitors.

Goal 2: Pedestrian-Oriented City Center Building Design

A primary goal for the City Center is to improve pedestrian character and promote compact urbanism, transitioning away from a suburban, auto-oriented character. In many cases, this will occur through gradual improvements like improved building frontages, the addition of targeted infill buildings, or better streetscape. There are also a limited number of sites where rapid transformation into an improved pedestrian environment may be possible. These include Gateway Plaza, the BART property around the Fremont BART Station, and the Hub Shopping Center. In all cases, details such as regular pedestrian entries, the provision of windows and doors onto public space, and thoughtful street-level design will be critical.

Policies:

2.1 New Pedestrian-oriented Buildings. Introduce new street-facing buildings with pedestrian-oriented frontages throughout the Urban Neighborhood Area.

2.2 Frontage Improvements. Encourage improvements to existing building frontages throughout the City Center, with a focus on better pedestrian scale and orientation.

2.3 Surface Lot Infill. Prioritize infill development on surface parking lots throughout the City Center, including in the following locations:

- BART parking lots and BART Way frontage
- In Gateway Plaza
- Along Civic Center Drive
- In The Hub Shopping Center
- At the corner of Stevenson Boulevard and Civic Center Drive
- Along Liberty Street

2.4 Retail Floor-to-Floor Minimums. When retail is proposed, require floor-to-floor height minimums for ground-floor retail space, promoting welcoming, generous, and viable retail space. Retail depths are also and important factor in designing retail space.

2.5 Parking Frontages. Avoid parking garage and parking lot frontages along streets, sidewalks, and other public space.

2.6 Neighborhood Transitions. Ensure appropriate transitions in height and scale to adjacent residential neighborhoods.

2.7 Building Setbacks. Create shallow setbacks and pedestrian-oriented frontages along City Center streets with moderate or low traffic flows, such as BART Way, Civic Center Drive, Walnut Avenue, Argonaut Way, Liberty Street, and new internal streets; setbacks may be greater along high-traffic streets such as Mowry Avenue, Stevenson Boulevard, or Fremont Boulevard.

2.8 Personal Security. Facilitate Crime Prevention through Environmental Design (CPTED) principles in the maintenance of landscaping and building design standards.

2.9 Building Facades. Encourage active sidewalks and transparent building facades. On commercial streets, encourage transparent building facades with windows at street level to create interest and also open up the pedestrian realm.

Trellis structure shields parking from right-of-way.

An example of an alleyway that has been activated for use as a pedestrian-oriented public space.

2.10 Universal Accessibility in Building Design and Access. Encourage all new buildings to accommodate a wide variety of users, including disabled and elderly. Encourage the following strategies in all City Center building and design:

- Avoid objects at head height installed along buildings.
- Avoid wide garage entries along sidewalks.
- Create building frontages at or close to the sidewalk instead of recessed buildings or open space.
- Create buildings which provide sidewalk and pathway access to the sidewalk and pathway network; avoid forcing pedestrians to cross parking lots to access buildings

Goal 3: Pedestrian-Oriented City Center Public Realm

A successful urban area starts with an active public realm – including sidewalks, plazas, streets, and transit stations. The goal for the City Center is to transform a largely auto-oriented public realm into one that is pedestrian-oriented.

Policies:

3.1 Improved Street Character. Improve the design and character of streets within and bordering the Urban Neighborhood area, with sidewalks, street trees, and streetscape to promote a walkable, urban city center character.

3.2 Key Street Improvements. The priority corridors for creating more pedestrian-oriented streets are BART Way, Civic Center Drive, Capitol Avenue, Walnut Avenue, and Liberty Street.

3.3 Preserve View Corridors. Protect views of the hills to the east along existing corridors, primarily by encouraging parks and open space, and by re-establishing the street grid with streets that connect in a straight line across multiple streets.

3.4 Sidewalks. Provide sidewalks on both sides of all streets.

3.5 Parks and Plazas. Encourage or provide new parks, plazas, and other public gathering or recreational space throughout the City Center.

Building frontage which directly abuts the sidewalk, creating a safer public realm for all users.

An example of active pedestrian space.

3.6 Curb Cuts. Driveways across the sidewalk interrupt pedestrian paths of travel, and should be minimized whenever possible. Where possible, vehicle driveways should not interrupt the sidewalk's grade and should be made of the same material as the sidewalk so it is clear to drivers that they are crossing a pedestrian zone.

3.7 Surface Parking. Integrate high quality pedestrian design into the interim use of surface parking lots and provide dedicated sidewalks, path connections, and crossing facilities where needed.

3.8 Urban Forest. Trees, landscaping, shade, and other design features should be added to help integrate surface parking fully into a pedestrian-oriented streetscape.

3.9 Small Public Spaces. Create public spaces at a human scale to ensure that pedestrians feel protected and part of the urban fabric, thus freeing them to relax, observe, and engage in the public realm. Prioritize the following strategies:

- Choose the scale of new public spaces to ensure that the space fits the people and the functions it will serve.
- Include elements such as benches, low walls, bike racks, and landscaping in large public open spaces to address a range of user needs and to create a sense of scale and enclosure.
- Incorporate elements such as cafés, kiosks, market stalls, and trees to help define pedestrian areas.

3.10 Programmable Public Spaces. Use the City Center's alleyways, walkways, and small streets for community activities while bringing energy and vitality to the public realm. Streets and public spaces can be made available for activities such as farmer's markets, bazaars, food truck sites, street festivals, and other public events.

An example of re-purposing part of a parking lane for use as a small public space.

Streets can be designed to enhance pedestrian safety and comfort.

Goal 4: Wayfinding and Public Art

Wayfinding, public art, and gateways can quickly improve the character and pedestrian orientation of the City Center, while strengthening physical and cultural links with the Downtown. Wayfinding allows easy-to-use navigation to any area and has the opportunity to be unique and creative.

Policies:

4.1 Integrated Signage and Wayfinding. Institute a comprehensive approach to City Center signage and wayfinding, as identified in the Downtown Community Plan.

4.2 Gateways. Create gateway treatments at key intersections as shown in Figure 3.1, emphasizing City Center identity, links to BART and the Downtown, and areas of key pedestrian activity.

4.3 Public Art Zone. Consider the City Center a pedestrian-oriented "Arts Zone," consistent with General Plan Community Character Policy 4-5.9.

4.4 Add Public Art. Add public art throughout City Center:

- Public art installations
- Unique and artistic wayfinding elements that add distinctive character to the area
- Utilization of art to improve non-contributing features such as utility cabinets or blank walls.

4.5 Public Art Fund Extension. Contribute to and mimic the Downtown's Public Art Fund program to implement public art and wayfinding along key connections between BART and Downtown.

4.6 Public Art. Integrate public art where feasible to enhance people's journeys, to bring a sense of liveliness to public space, and to express the unique character or cultural history of a place.

Goal 5: Green Building and Sustainability

Buildings and cities of the 21st century are efficient, high-performing, and sustainable. To position itself for the future, the City Center will embrace these goals and encourage green buildings and infrastructure throughout the area, in both private and public development.

Policies:

5.1 LEED Encouraged for Private Development. Encourage LEED for Neighborhood Development (projects of 2 buildings or more), LEED for Healthcare, LEED for New Construction, and other LEED rating systems in the City Center, through coordination with willing partners such as BART, the hospitals, and development partners.

5.2 LEED Required for City-funded Development. Under General Plan Implementation Measure 9-2.2A, all new City buildings over 10,000 square feet are required to achieve LEED Silver certification. Multi-building City complexes should aim to achieve LEED for Neighborhood Development Silver.

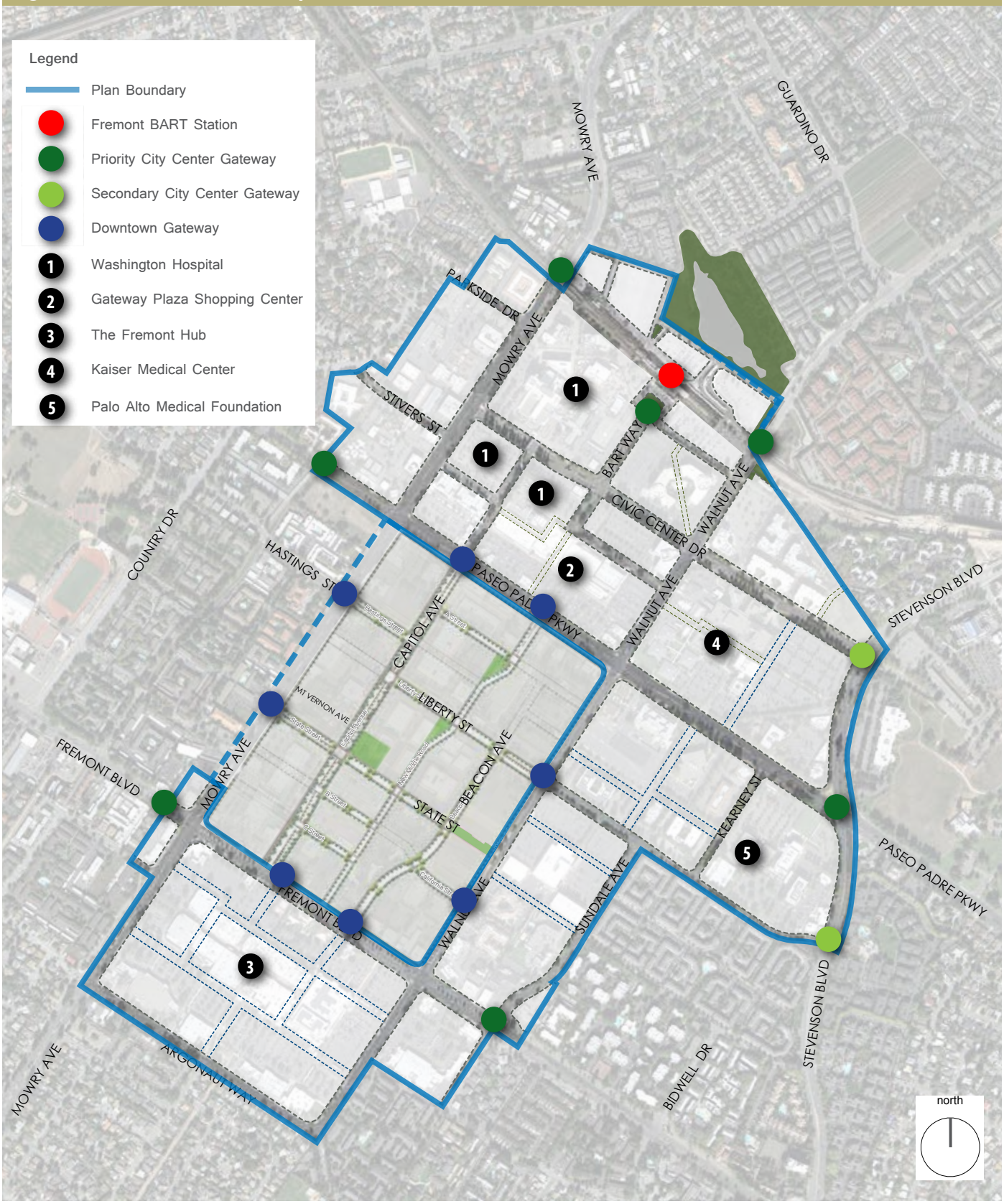
5.3 Energy-Efficient City Center. Encourage energy-efficient public infrastructure including streetlights, traffic signals, and other infrastructure.

5.4 Sustainable Roofs. As recommended by the Climate Action Plan, green, solar-reflective, and solar roofs are encouraged to minimize urban heat island effect.

An over-the-street sign announces entry into Downtown.

Green roofs combat the heat island effect.

Figure 3.1 | Potential Gateway Elements



PLANNING SUB-AREAS

The planning areas for the City Center Community Plan are shown in Figure 3.2 and described below.

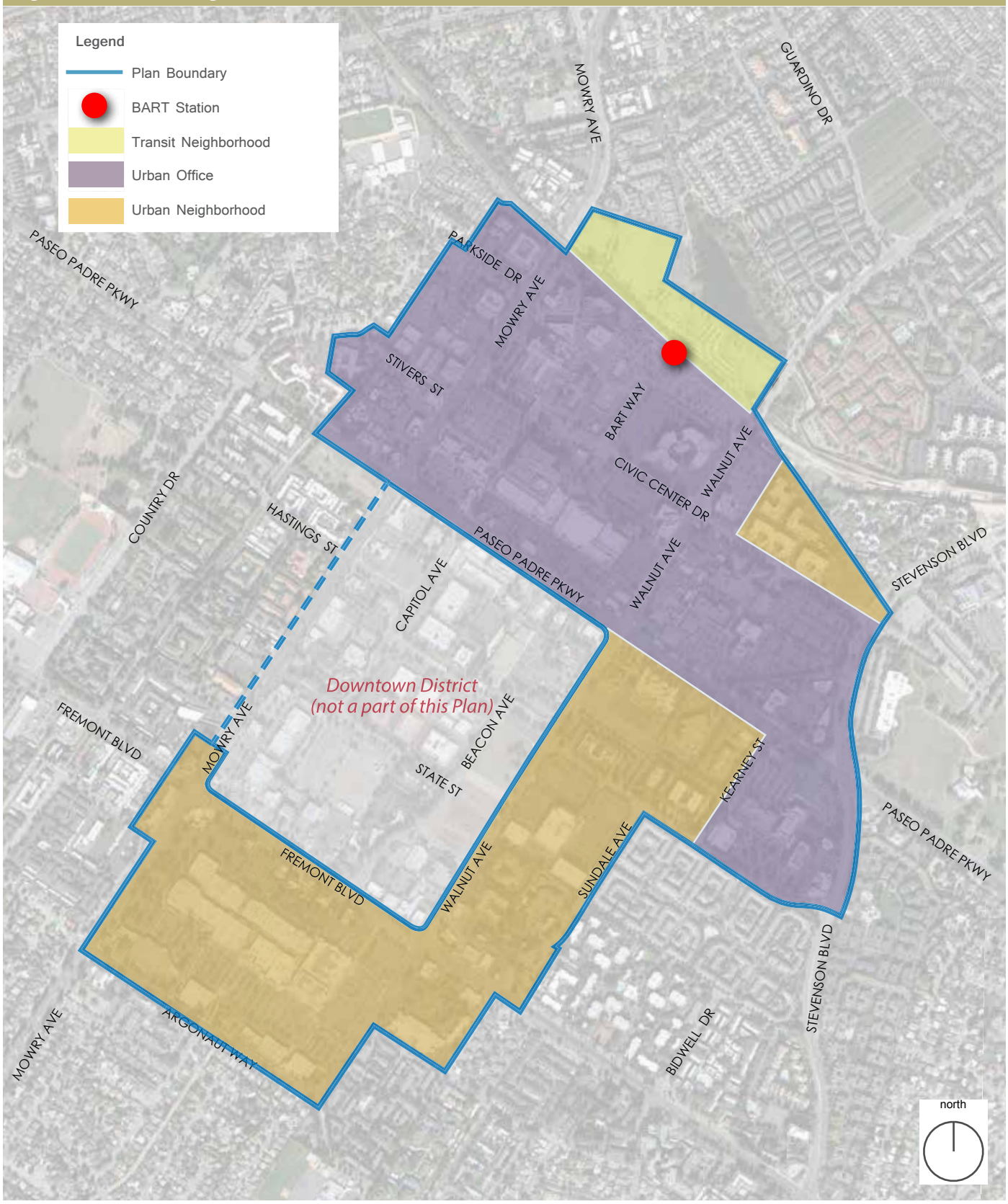
1. **Transit Neighborhood.** Applied to the eastern half of the Fremont BART Station property, intended to provide a variety of housing opportunities in large, intense buildings that may include limited neighborhood retail and services.

2. **Urban Office.** Applied to areas north of Paseo Padre Parkway, south of the Fremont BART Station and in areas east of Walnut Avenue, to provide a core of healthcare-oriented employment and services in support of the hospitals and other healthcare activities, and to generate the urban fabric that will connect the transit station area to Downtown.

3. **Urban Neighborhood.** Applied to areas generally west and south of the Downtown to support the Downtown and employment core areas with a wide variety of housing opportunities, neighborhood services, office, neighborhood retail and regional retail.

Goals and policies for each of these areas are described on the pages that follow.

Figure 3.2 | Planning Sub-Areas



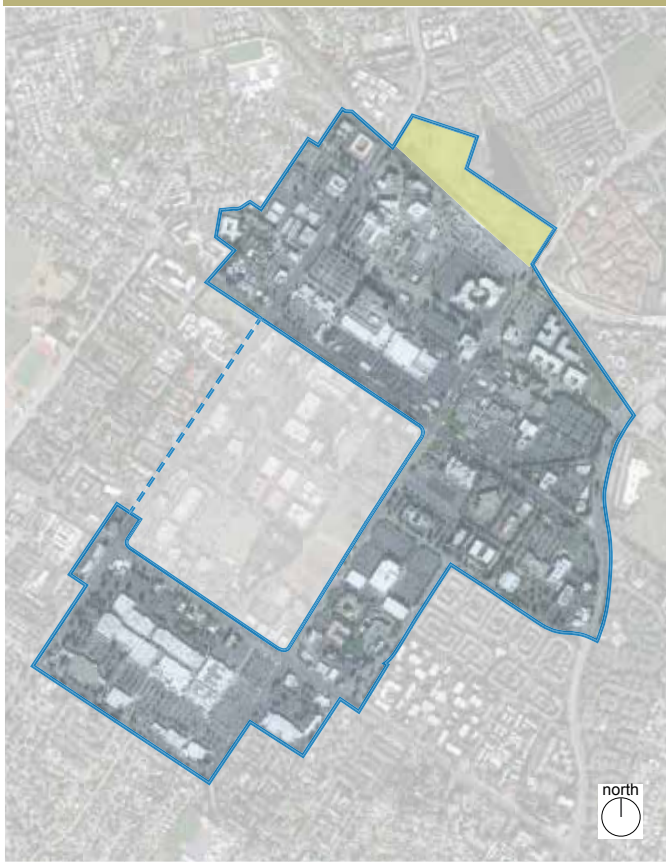
SUB-AREA GOALS AND POLICIES

Transit Neighborhood Sub-Area

The area directly surrounding the Fremont BART Station is envisioned as a dense, intense, and active focal point for the entire City Center, providing a key transit hub with regional and local connections. The area will have a focus on transit-oriented residential development, with small-scale services or retail serving BART riders also encouraged.

There are near-term opportunities to transform existing parking lots and drive aisles surrounding BART into a residential neighborhood. New development can capitalize on proximity to BART, provide desirable open space at Tule Pond, and create an attractive and memorable entryway for the City Center and neighborhoods to the east. The Fremont BART Station and its surroundings will be the main gateway into the Fremont City Center for commuters, visitors, and residents who ride transit, and convenient links between BART and Downtown are crucial for its success.

Figure 3.3 | Transit Neighborhood



High-density multi-family housing is a desired land use.

Midrise apartment building with modern design aesthetic.

High-rise, high quality housing with balconies.

Figure 3.4 | Conceptual Block Structure - BART North (Option A)

The BART parking lots to the northeast of the BART station are transformed to an extension of the existing adjoining neighborhoods. This is the recommended option, based on the more regular blocks formed.

- New neighborhood streets - connected to those of the adjoining neighborhood - organize the existing parking lots into urban blocks, within which a range of multi-family housing and mixed-use building types can be developed.
- Existing major driveways are transformed into neighborhood streets - shown in blue - with the addition of sidewalks, street trees and other urban streetscape elements.
- New neighborhood streets of the same character are added to complete a walkable street network and simple block structure that creates a variety of new addresses.
- Small neighborhood greens and parklets provide community focal points, adjacent to which small neighborhood-serving uses such as a cafe or community center might be located.
- A new trail runs along the edge of Tule Pond, adjacent to the new neighborhood edge street, providing pedestrian and bike connections to the residential neighborhoods to the east and the City Park to the south. Parking for the Tule Pond Education Center is maintained off Walnut Avenue.

Figure 3.5 | Conceptual Block Structure - BART North (Option B)

This is an alternative block and street layout for the BART neighborhood extension that requires less realignment of existing major drives. Key differences between this option and the recommended Option A include:

- Option B leaves the major east-west drive aisle closest to Mowry Avenue as it currently exists. Option A realigns it to the south to better align with the neighborhood street to the east, and to increase the size of the northerly block on Mowry Avenue, thereby making it more practical for new housing.
- The new north-south street in Option A - shown in blue - creates a half-block that backs up to the BART tracks, whereas the larger single block in Option B faces toward the tracks. Also, in Option A, the same north-south street leads to and provides views of Tule Pond.

TRANSIT NEIGHBORHOOD - GOALS AND POLICIES

Goal 6: A Residential-Focused Transit Neighborhood

The goal of development in the Transit Neighborhood will be to support an active, vibrant transit hub with residents, visitors, and pedestrian activity throughout the day and evening.

Policies:

6.1 Housing Focus. Prioritize and focus on new, dense, transit-oriented housing throughout the Transit Neighborhood Area.

6.2 Complementary Retail. Provide transit-oriented retail catering to BART users and residents if desired.

6.3 Focus Office in Other Locations. Limit stand alone development.

Goal 7: A Vibrant and Well-Connected Fremont BART Station Area

In anticipation of increased ridership as BART is extended and the City Center intensifies, there are multiple opportunities to improve connections to and from the Fremont BART Station. Better connections are intended to catalyze pedestrian activity and vibrancy throughout the Downtown District and City Center, serving residents, commuters, and visitors alike by providing a gateway to the City Center and Downtown beyond.

Policies:

7.1 Neighborhood Connections. Improve street and pedestrian connections to the residential neighborhoods east, north, and south of BART, which are not currently well-connected.

7.2 Fremont BART Station Access Plan. Encourage BART to include public realm improvements and generous pedestrian amenities in the Fremont BART Station Access Plan.

7.3 BART Plaza. Seek to create an attractive BART Plaza, including public benches, landscaping, and Downtown or City Center wayfinding, at the west entry of the Fremont BART Station.

7.4 Station-Area Improvements. Focus on "first-impression" improvements to areas within the first 400 feet of the entrances to the Fremont BART Station, including benches, streetscape, lighting, and art.

7.5 Downtown Gateway Towards BART Way. Provide a visual gateway and wayfinding towards Downtown, providing a welcoming pedestrian environment in the direction of BART Way towards Downtown.

7.6 Tule Pond. Encourage use of Tule Pond as a publicly accessible open space feature with a bridge, path, boardwalk, or adjacent park.

High-density residential dwellings.

View of Tule Pond north of BART Station.

Goal 8: Transit-Oriented Residential Buildings Near BART

Buildings in the Transit Neighborhood are intended to provide comfortable, pleasant private living space while also framing an active, transit-oriented public realm. As the most intense development area in the entire City Center with the greatest heights allowed, there are multiple opportunities to create memorable architecture and reinforce the presence of the Fremont BART Station for the surrounding area.

Policies:

8.1 Open Space for Residents. Encourage private and public open space for residents.

8.2 Building Design. Encourage the following measures for buildings in the Transit Neighborhood:

- Visual interest, memorable architecture, and iconic features
- Visibility from the direction of Downtown and the City Center
- Details such as lighting or signage to assist pedestrian wayfinding towards the Fremont BART Station from throughout the City Center
- Slender designs such as point towers to reduce the visual bulk of the buildings and preserve views of the hills.
- Graceful transitions towards adjacent neighborhoods to the east.

8.3 Fremont BART Station Frontage. Encourage pedestrian-scaled building frontage facing onto both Fremont BART Station entries, providing a sense of pedestrian enclosure and scale.

8.4 Parcel Consolidation. Work with BART and Alameda County Flood Control (ACFC) to facilitate parcel consolidation and transit-oriented development.

8.5 Bus Bays. Work with BART and AC Transit to explore transit-oriented development on the east side of the station currently occupied by bus bays.

8.6 Wrapped Parking Garages. Encourage any new parking structures to be wrapped with retail or other uses to limit the negative design effects of parking garages on the public realm.

8.7 Seismic Safety. Prioritize seismic safety and emergency response for all new buildings near the Fremont BART Station, given proximity to the Hayward Fault.

Decorative paving and cafe seating could be used to enhance 'first impression' of the BART Station.

A comfortable space to wait for trains and meet friends.

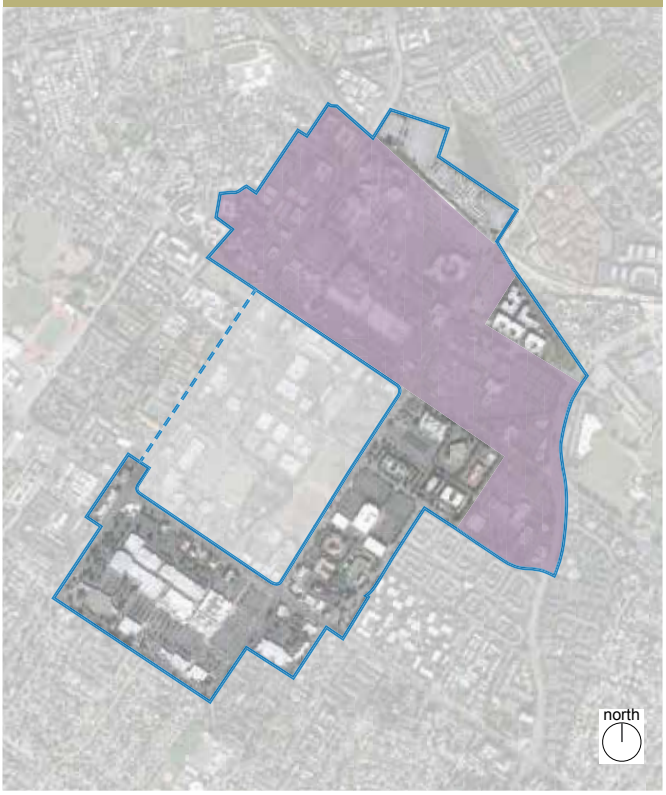
Urban Office Sub-Area

The City Center's Urban Office area will be a truly urban employment center of the 21st century, attracting thousands of workers and visitors each day with a rich diversity of jobs, services, pedestrian connections, and a beautiful public realm. Leveraging and capitalizing on the Urban Office area's economic engine – including the strong hospital and healthcare presence – is a key strategy for the City Center Community Plan.

In addition, the plan encourages a variety of office spaces including large office environments for company headquarters, smaller office spaces for small businesses, co-working environments, and business incubators for small tech firms and start-ups. Commuters and visitors to this area of the City Center can provide pedestrian activity, customers for Downtown, and a feeling of activity and vibrancy to activate the entire area. Most of the Urban Office area is within ½ mile walking distance of BART and there are multiple opportunities to intensify the area while improving pedestrian routes to BART and other key destinations. There are also locations throughout the Urban Office Area – particularly along the connection between BART and Downtown – that will be the focus of public realm improvements such as streetscape, outdoor seating, plazas, and other pedestrian-focused amenities.

Connections between Downtown and the Fremont BART Station – including through improved building frontages, better streets and pedestrian links, improved sightlines, and better wayfinding and public art – will be vital. These connections will pass through the heart of the Urban Office area and Gateway Plaza, which has the opportunity to significantly transform over the next 20 years. There are few other clear and immediate opportunities for redevelopment in the Urban Office area. As a result, infill development will occur opportunistically, ideally on surface parking lots or replacing existing buildings to improve street frontage and character on important streets such as BART Way. The design and character of streets will be improved over time, with

Figure 3.6 | Urban Office



High quality, modern medical facilities.

Low to mid-rise urban office building.

sidewalks and street trees that create a memorable, walkable urban character.

Hospitals and healthcare will continue to play a key role in the City Center, particularly in the Urban Office area, with healthcare employees and visitors providing an influx of pedestrian activity and potential customers for Downtown businesses. In general, hospital campuses can tend to be internally focused at the expense of adjacent street frontage, so an important priority for the City Center is to improve hospital frontages along key pedestrian-oriented streets like BART Way and Civic Center Drive.

One of the most influential areas in the Urban Office Area is the Gateway Retail Plaza. It represents a significant opportunity to link Downtown with BART and reinforce the City Center vision for a walkable urban center. Its central location directly between BART and Downtown means it could change significantly as the Downtown develops over the next 20 years, and it will continue to have a significant economic and design effect on the entire City Center. At the same time, there is not a single vision for the future of Gateway Plaza, and there are many possibilities for how it could evolve or transform in the future. Possibilities for Gateway Plaza include transformation into more intense office or mixed-use buildings, lodging to serve hospital and

Small service commercial businesses and restaurants enhance an urban employment center environment.

Downtown visitors, or other pedestrian-oriented uses that provide a bookend to Capitol Avenue and links to BART.

Urban rowhouses with dooryard and stoop frontages

Figure 3.7 | Illustrative Rendering - BART Square

BART Square - Illustrative Plan

This drawing illustrates how the BART parking lots along the west side of the BART Station and tracks could be transformed to an urban street and square, providing a formal civic presence for this important central public space of Fremont.

- This is the space that greets all those arriving in Fremont on BART, and is currently a rather bleak parking lot that lacks comfortable pedestrian or bicycle facilities.
- The vision is that it will become a beautifully-landscaped central square, surrounded by limited transit-related service commercial uses such as a cafe, newsstand, bike rentals or other small businesses.
- To enable this transformation, a new BART parking structure, office building, or other use is envisioned to the south of the new plaza, with the existing driveway connecting to Walnut Avenue converted to a small urban street.
- A proposed new Washington Hospital parking structure is shown to the north of the new square, which the hospital has designed to be consistent with the BART Square concept.
- Additional small “liner buildings” are shown completing the definition of the north side of the square, which might be developed in the future as part of BART’s overall strategy for recycling their surface parking lots as City Center urban development.

Figure 3.8 | Conceptual Block Structure - Gateway Plaza (Option A)

Option A - Block Structure

The most conservative option for the improvement of the Gateway Retail Plaza, Option A focuses on the improvement of existing drives and pedestrian facilities, and prioritizes pedestrian circulation from the BART station to downtown through the Gateway Plaza, including:

- Improving existing pedestrian connections (highlighted in light green) through The Gateway Plaza shopping center, and between it and the existing Washington Hospital building.
- Formalizing the existing access drive in the Washington Hospital parking lot - between Paseo Padre Parkway and Civic Center Drive - as an extension of Capitol Avenue, providing a "local street" connection from BART to downtown to promote walking and reduce traffic on the major arterials.
- Formalizing the extension of BART Way from Civic Center Drive to the paseo through Gateway Plaza - and the north-south drives connecting to Walnut Avenue & Mowry Avenue - as "streets", with sidewalks, street trees and other urban streetscape elements.

Figure 3.9 | Illustrative Rendering - Gateway Plaza (Option A)

Option A - Urban Design

This Drawing Illustrates a variety of improvements along the most opportune pedestrian and vehicular circulation routes running through the Gateway Plaza. Opportunities include:

- Graduating the existing, pedestrian “alley” between the Gateway Plaza building and the Washington Hospital into a paseo, with new landscaping, lighting, and shopfronts opening onto the paseo.
- Formalizing a pedestrian connection through the parking lot of the Gateway Plaza and connecting to the sidewalk on Paseo Padre Parkway. A new pad building frames a new pedestrian plaza, creating a gateway on Paseo Padre Parkway, and re-aligning the existing entrance to Gateway Plaza with New Middle Road in the Downtown Community Plan.
- Streetscape improvements to Civic Center Drive, including the addition of a broad median, bike lanes, and on-street parking, and the possibility of a new roundabout at the intersection of BART Way and Civic Center Drive (pending review of traffic flow and safety).
- A new pad building, potentially office or cafe, at the corner of BART Way and Civic Center Drive.

Figure 3.10 | Conceptual Block Structure - Gateway Plaza (Option B)

Option B - Block Structure

Option B assumes a more ambitious future condition, in which the east half of the Gateway Plaza makes way for new development. This approach focuses on improved pedestrian and vehicular connections and introduces new opportunities, including:

- The extension of BART Way south to Paseo Padre Parkway, creating a new, direct connection from the Fremont BART Station to the downtown.
- More urban block sizes - consistent with a city center - which generate added connectivity between major corridors, as well as new, valuable street addresses for existing and future businesses.

Figure 3.11 | Illustrative Rendering - Gateway Plaza (Option B-1)

Option B-1 - Urban Design

In addition to the improvements to the existing BART Way and Civic Center Drive described in Option A, Option B-1 includes the extension of BART Way to Paseo Padre Parkway, creating opportunities for:

- BART Way as a gateway street environment, with new commercial buildings facing the existing commercial on the west side of the existing Gateway Plaza, connecting BART much more seamlessly to the Downtown.
- New 2+ story commercial & office buildings lining the newly formed block on all street fronts, with surface parking in the interior of the block (shown in lower right-hand corner).

Figure 3.12 | Illustrative Rendering - Gateway Plaza (Option B-2)

Option B-2 - Urban Design

Option B-2 further evolves Option B-1 by enhancing the drive across the front of the existing retail shops to a street, and inserting a new parking structure at the center of the large new block at Walnut Avenue & Paseo Padre Parkway.

- The addition of a new parking structure alleviates some of the need for a large parking field in front of the existing Gateway Plaza building, creating new opportunities for infill buildings fronting the Capital Avenue extension, and a new green at the corner of the BART Way extension.
- The formalized drive fronts the existing Gateway Plaza.
- The new buildings along the BART Way extension could become 2-5 story mixed-use buildings with a combination of housing and office over retail, adding to the Main Street environment of the new street.

Figure 3.13 | Illustrative Rendering - Gateway Plaza (Option B-3)

Option B-3 - Urban Design

In a scaled-up – and likely more practical from a development standpoint – version of Option B-2, Option B-3 locates a "lined block" in the large new southwest block, built-out to the full potential described in the City Center Code.

- A large, lined parking structure, in addition to another 80 on-street spaces generated by formalization of the drives into streets.
- A mixed-use, main street environment along the BART Way extension, accommodating up to 150,000 sq. ft. of commercial space, with towers up to 10 stories in height, tapering down to 5 stories along Walnut Ave.
- A vibrant courtyard environment atop the lined parking structure with a mix of offices, and up to 950 residential units energizing this new mixed-use environment, and providing a gateway between the Fremont BART Station, Downtown, and the Hospitals.

Figure 3.14 | Conceptual Block Structure - Gateway Plaza (Option C)

Option C - Block Structure

The most transformational of the alternatives, Option C imagines the Gateway Plaza completely replaced with new mixed-use development, including:

- A new north-south street just to the west of the existing Washington Hospital building .
- BART Way is extended to Paseo Padre Parkway, offsetting around a new city park/green and aligning with the new Center Street in Downtown.
- A large (180' x 300') park terminating the view down the BART Way extension, and creating a "center" for the Gateway Plaza, as an extension of downtown. This would provide the City Center with a true park and civic venue for concerts, movies-in-the-park, Farmer's Markets, and a host of other community-serving activities.
- Two new large blocks for mixed-use development.

Figure 3.15 | Illustrative Rendering - Gateway Plaza (Option C)

Option C - Urban Design

Option C envisions a fully built-out Gateway Plaza with some of the following design attributes:

- The park is activated by 4-5 story mixed-use development - with towers up to 8-10 stories - from BART to Downtown Fremont. New Hospital-serving apartments lining the southwest side of the existing Washington Hospital building, and fronting a new, quiet residential street.
- A new mixed-use block attached to the new park with commercial spaces fronting a pedestrian promenade, and offices, hotel or residences above, overlooking the new green and streets, and organized around internal courts over an internal parking structure.
- A modified version of the lined garage / courtyard building described in Option B - 3 with green- and street-fronting commercial space and entertainment uses, with office, hotel and housing above.

URBAN OFFICE - GOALS AND POLICIES

Goal 9: An Urban Office Area with Employment and Complementary Uses

The Urban Office area will be an urban jobs center, with a diverse mix of uses focusing on employment, transit-oriented office, services and retail, hospitals and healthcare, and other uses that are complementary to Downtown. The area could also contain lodging and limited amounts of housing, providing additional intensity and density to catalyze a more active pedestrian area.

Policies:

9.1 Healthcare and Office Focus. Continue the Urban Office area's role as a healthcare and office area while reinforcing and improving the pedestrian environment in key locations.

9.2 New Office. Allow for and encourage new healthcare office, general office, general commercial, and service commercial uses.

9.3 Lodging. Encourage lodging anywhere in the Urban Office area.

9.4 Ground-Floor Uses. Focus active uses along BART Way, in Gateway Plaza, and along other key pedestrian connections to Downtown.

9.5 Focus Retail. Limit retail uses to locations within Gateway Plaza or along other connections to Downtown.

9.6 Street-Level Healthcare Office. Discourage and phase out street-level healthcare office use along Civic Center Drive and in other active pedestrian locations in the Urban Office area.

Goal 10: Better Connections between BART and Downtown

The primary connectivity goal for the Urban Office Area is to link BART with Downtown, providing public space and promoting pedestrian activity along multiple connecting routes. This means investing in and encouraging as many connections as possible between BART and Downtown, including streets, pedestrian cut-throughs, plazas, and parks. Safe pedestrian crossings of high-traffic streets such as Paseo Padre Parkway will be particularly important.

Policies:

10.1 Smaller Blocks. Introduce new pedestrian-oriented internal streets and pathways, particularly within Gateway Plaza, forming City Center blocks and creating pedestrian-oriented urban street frontages.

10.2 New Cross Streets. Encourage new pedestrian-oriented streets perpendicular to Paseo Padre Parkway that connect it (and the Downtown) to Civic Center Drive.

10.3 BART Way and/or Capitol Extension. As feasible introduce public rights-of-way along the straight-line extended axis of BART Way and of Capitol Avenue.

10.4 BART Way and Civic Center Intersection. Prioritize the transformation of the intersection of BART Way and Civic Center Drive into a highly visible, pedestrian-oriented intersection, such as a roundabout, encouraging lower vehicle speeds and providing a gateway to the City Center, pending review of traffic flow and safety.

10.5 Walnut-to-BART Connection. Maintain and enhance the well-used, publicly-accessible existing diagonal

Intense, pedestrian-oriented multi-family housing with upper floors setback from the street.

Example of high-quality pedestrian connection.

pedestrian connection from BART south through the existing office buildings to Walnut Ave.

10.6 Central Park Pedestrian Connection. Complete the pedestrian pathway connection from the existing pathway behind the Archstone apartments across Stevenson Boulevard to Central Park.

Goal 11: Improved Urban Office Public Realm and Walkability

The Urban Office area's public realm is an important link between the Fremont BART Station and Downtown, providing continuity, connections, and a complementary pedestrian character. The public realm should be urban and walkable, avoiding a suburban, auto-oriented office park character.

Policies:

11.1 BART Way Streetscape. Continue to maintain and enhance the high-quality trees and streetscape along BART Way, providing a consistent, comfortable, and integrated pedestrian experience connecting to Gateway Plaza and Downtown.

11.2 Public Gathering Space. Introduce public plazas and areas of outdoor restaurant seating, particularly in Gateway Plaza and along key connections between Downtown and BART.

11.3 Visual Gateway from BART. Seek to create a visual sightline and gateway from the BART Station up BART Way into Gateway Plaza and towards Downtown.

11.4 Plazas and Open Space. Encourage the introduction of one or more new publicly accessible plazas or parks within the Urban Office area.

Pedestrian-oriented housing facing a pedestrian passage.

11.5 Wayfinding and Signage. Integrate wayfinding to BART and Downtown into public space design in the Urban Office Area.

Goal 12: Catalytic Infill and Frontage Improvement

Building design in the Urban Office Area should seek to provide an active street environment with pedestrian-oriented building frontages and increased building intensities. There are multiple opportunities throughout the area for infill buildings, particularly on surface parking lots, at street corners, and along street frontage. Strategically introducing new or improved buildings with pedestrian-oriented frontage will be a key strategy for establishing a pedestrian-scale block structure and urban character.

Policies:

12.1 Building Character. Continue to introduce compact building types up to eight stories in height while reinforcing pedestrian-oriented ground-floor frontages and connections to BART and Downtown.

12.2 New Infill Buildings. Encourage new liner buildings or infill buildings, particularly in the following locations:

- On the surface parking lot of the healthcare office building across Walnut Avenue from BART.
- On surface parking lots along BART Way and Civic Center Drive.

12.3 Frontage Improvements. Focus pedestrian-oriented street frontages in the following locations:

- Along Capitol Avenue (per the Downtown Community Plan).
- Along Walnut Avenue.
- Along Civic Center Drive.
- Along Paseo Padre Parkway north of the intersection with Mowry Avenue, consistent in character with food retail across Paseo Padre Parkway.
- Along any new internal streets.

Goal 13: Hospital Campuses Integrated into the City Center Fabric

The concentration of hospitals will continue to be an important feature in the Urban Office area, bringing with it its own set of design and planning considerations. Most hospitals will continue to develop according to their campus master plans, many of which are already adopted and in place. As a result, improvements to hospital street frontages and better pedestrian accessibility are some of the primary ways that City can work with hospitals to improve the City Center.

Policies:

13.1 Hospital Master Plans. Continue to work with hospitals to ensure their master plans and other future planning efforts support the City Center vision for a transit-oriented, pedestrian-supportive urban area.

13.2 Washington-to-BART Connection. Work with Washington Hospital and BART to provide a pedestrian entrance from the BART Plaza into Washington Hospital.

13.3 Hospital Campus Entrances. Accommodate hospital's requirements for security while still encouraging multiple entrances from surrounding streets to the Washington Hospital, Kaiser Permanente, Palo Alto Medical, and other hospital campuses.

13.4 Healthcare Frontages. Discourage ground-floor medical office frontages in retail-focused locations, or in locations where an active pedestrian presence is desired.

13.5 Washington Hospital Infill Buildings. Support infill and liner buildings on the Washington Hospital Campus, particularly along BART Way, Civic Center Drive, and facing the Fremont BART Station.

13.6 Hospital Frontage Improvements. Work with Washington Hospital and other hospitals to collaboratively improve the pedestrian orientation and visual interest of frontage facing the Fremont BART Station, BART Way, Civic Center Drive, Walnut Avenue, and Stevenson Boulevard.

13.7 Civic Center Crossing at Kaiser. Work with Kaiser Permanente to increase pedestrian safety at the crossing of Civic Center Drive, consistent with the Community Plan and Zoning Code street standard for Civic Center Drive.

13.8 Internal Kaiser Pedestrian Connections. Improve connections to Kaiser's many internal pedestrian pathways.

13.9 Increased Kaiser Intensity. Encourage increased intensity on the Kaiser Healthcare Facility site.

Medical/office uses located above active ground floor.

Example of improved internal passageway: landscaping, cafe seating, and active frontages.

Goal 14: An Active, Well-Connected Gateway Plaza

Gateway Plaza is intended to continue its central role in the City Center, providing a bookend to Downtown and a direct link to BART. There are a variety of options for evolution, transformation, or targeted improvements in Gateway Plaza, all compatible with the vision for the area. Since it is a large area, the range of future possibilities could include pedestrian and façade improvements to existing buildings, targeted infill on existing surface parking lots, partial redevelopment of particular areas, or significant transformation of large portions of Gateway Plaza. However, for all of these options, a primary goal should be the introduction of better pedestrian and street connections between BART and Downtown, with a pedestrian-oriented urban character that integrates with surrounding areas. Gateway Plaza is envisioned as distinct but synergistic with Downtown, with activity and success in one area spurring activity and success in the other.

Policies:

14.1 Complementary Retail. Ensure that Gateway Plaza character, urban design, retail, and wayfinding is complementary to and integrated with Downtown.

14.2 Flexibility for Future Gateway Development. Allow a range of future options for Gateway Plaza – including continued use, evolution, or transformation – as long as it is in line with the City Center vision to connect to and complement Downtown and create a pedestrian-oriented urban area.

14.3 Gateway Lodging. Strongly promote extended and/or conventional lodging in Gateway Plaza, potentially in coordination with Washington Hospital or other large employers.

14.4 BART Way Extension. If the Gateway Plaza site is redeveloped, seek to extend BART Way to Paseo Padre Parkway and beyond to Downtown.

14.5 Drive Aisle Conversion. Consider opportunities to convert existing Gateway Plaza drive aisles to two-sided main streets by adding infill buildings and streetscape elements.

14.6 Street Improvement. Activate or eliminate the existing "pedestrian mall" alley between Washington West and the back of Gateway Plaza.

Active ground floor retail, which is complementary in character to Downtown, and lodging located in upper floors.

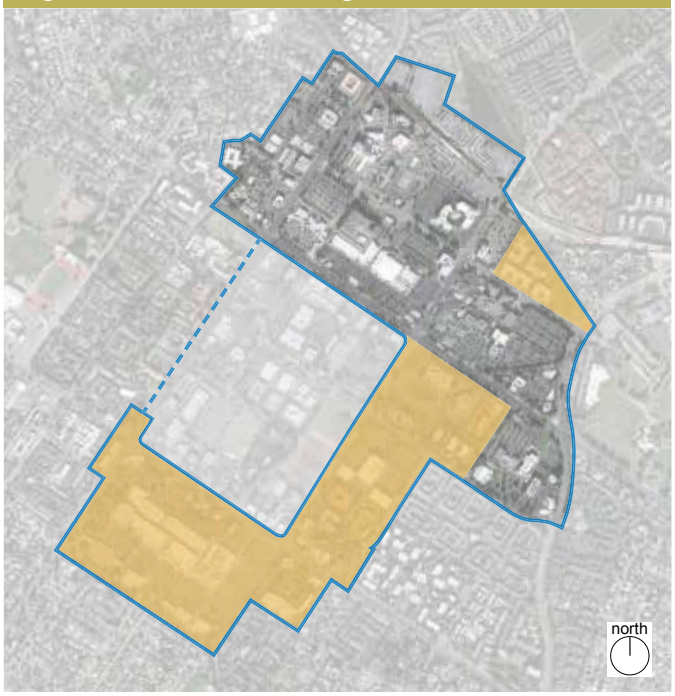
Urban Neighborhood Sub-Area

The Urban Neighborhood Area of the City Center is envisioned as a residential-oriented, mixed use urban neighborhood with improved pedestrian character and links to Downtown. The neighborhood will be compact but less dense than areas near the Fremont BART Station, providing residents and "feet on the ground" to activate Downtown and City Center streets. While having a residential focus, the area will be a truly urban neighborhood, with a compact, diverse mix of uses mingled together to provide urban character and interest.

The Urban Neighborhood area will also provide an important transition of scale and intensity to the Fremont neighborhoods to the west and south, welcoming residents in those neighborhoods to capitalize on Downtown's many amenities. Liberty Street in particular will provide an important link between Downtown and neighborhoods to the south, evolving into a 2-lane, walkable neighborhood street terminating in the civic heart of Downtown. There are multiple surface parking lots and suburban-style buildings along Liberty Street that provide near- and long-term opportunities for development and frontage improvements to support an urban pedestrian environment.

Further to the north and west, the Hub shopping center provides an important bookend to Capitol Avenue and Downtown, similar to Gateway Plaza. There are multiple options for how, when, and if the Hub might redevelop. Options include continuation of existing use and character; evolution of certain portions of the site through the addition of residential or mixed-use infill buildings; and transformation of large portions of the site. In all cases, there should be an effort to opportunistically re-establish streets and blocks in the Hub. It will also be important for the Downtown that the Hub provide a graceful terminus for Capitol Avenue, with a more intense, pedestrian-oriented character on either side of Fremont Boulevard.

Figure 3.16 | Urban Neighborhood

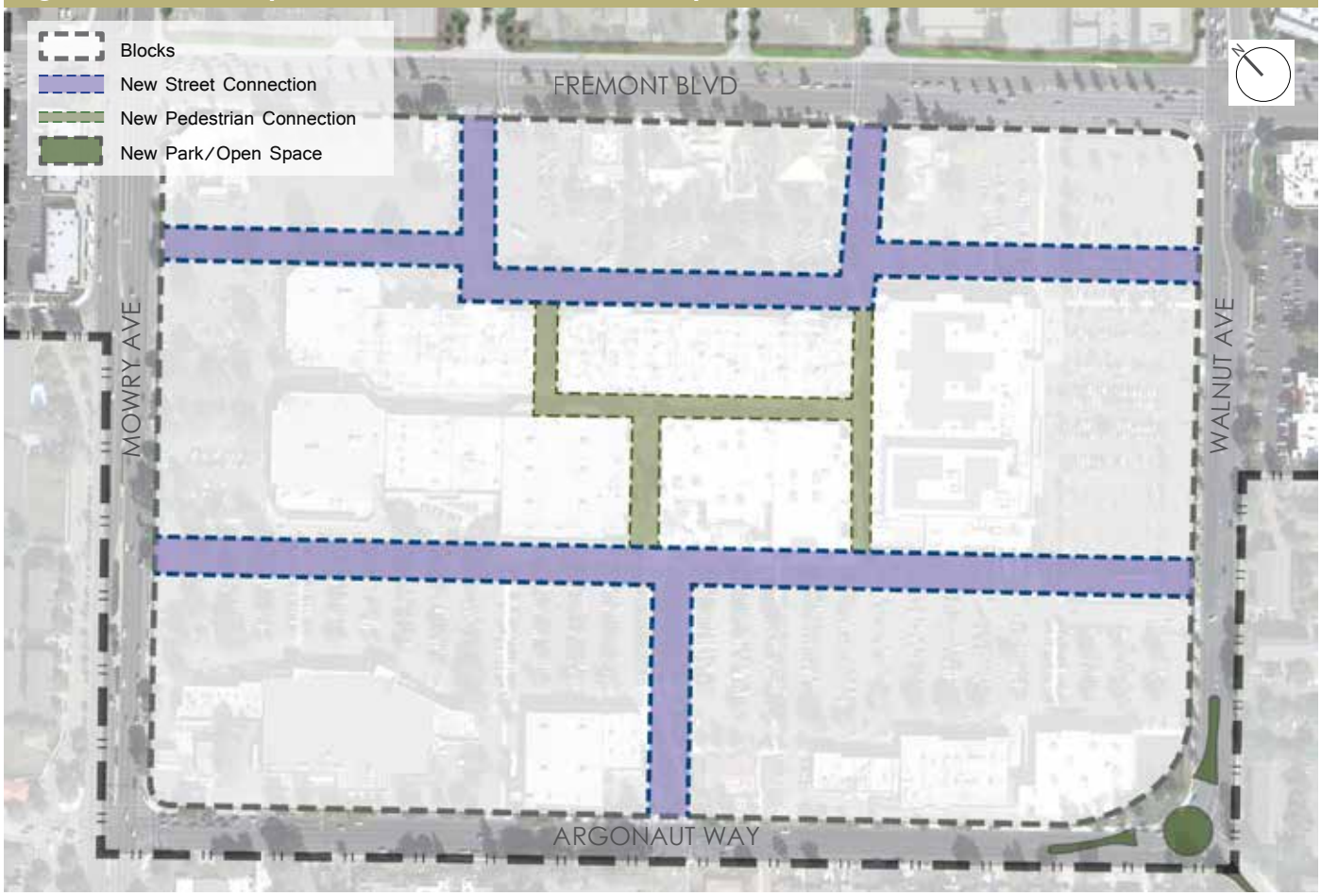


Urban residential frontages.

The 7-story mixed-use housing shown above is indicative of the desired housing development in this sub-area.

Pedestrian-oriented mixed-use building.

Figure 3.17 | Conceptual Block Structure - The Hub (Option A)



Option A - Block Structure

This option assumes that in the foreseeable future, the Hub shopping center remains unchanged, but imagines urban streetscape improvements to the main drives to integrate them with the street network of Downtown and surrounding neighborhoods. These include:

- Formalizing the two drives into The Hub from Fremont Boulevard as extensions of Capitol Avenue and Beacon Avenue. Both could potentially be terminated by enhanced entrances into the existing pedestrian paseos running through the shopping center.
- Formalizing drives fronting both sides of the Hub as connections between Mowry Avenue, and Walnut Avenue, and creating street addresses for the existing businesses located along them.
- Converting the south entry drive off of Argonaut Way into an extension of Sacramento Avenue, terminating on the south entrance to the pedestrian paseo running through the shopping center.
- Potentially improved entrances to the pedestrian paseos on all sides of the Shopping center, demarcating them as circulation gateways through the Hub. Combined with improved pedestrian facilities along the formalized drives, the Hub "superblock" begins to be broken up into navigable city-scale blocks allowing improved circulation throughout it.

Figure 3.18 | Conceptual Block Structure - The Hub (Option B)

Option B - Block Structure

Option B takes a much more ambitious and longer-term view of the future potential of the Hub superblock, considering a future condition in which one or more pieces of the Shopping Center could be modified, or replaced, creating the opportunity for a more complete circulation network, reorganizing the superblock into several City Center blocks, and generating new, valuable street frontages for new development of various types. Key features of this option include:

- The Target building remains unchanged, save formalizing its "back" entrance (currently an entrance from the existing paseo) to front a new "pinwheel green" as the central feature.
- Selected pieces of the Hub could remain, with revised shopfronts fronting the new internal street network.
- Extensions of Capitol Avenue and Beacon Avenue as the main internal street network.
- Manageable, city-scale block sizes accommodating a mix of commercial – fronting Fremont Boulevard, and the pinwheel green – and transitioning to residential blocks adjoining the existing neighborhood fabric north of Mowry Avenue, west of Argonaut Way, and south of Walnut Avenue.

Figure 3.20 | Conceptual Block Structure - Liberty Street (Option A)

Option A - Block Structure

The block defined by Liberty Street, Paseo Padre Parkway, Walnut Avenue, and Kearney Street, currently houses a mix of professional buildings, including city offices. Each have individual poorly connected parking lots that do not support vehicular or pedestrian circulation through this superblock. The block to the northeast primarily contains a Kaiser Permanente Hospital Campus, and no substantial change is envisioned there. Across Liberty, is the current Wells Fargo building, whose parking facilities vastly exceed its need, creating an effectively vacant half-block facing Liberty Street. Key opportunities in the option include:

- Dividing the block bound by Kearney Street and Walnut Avenue into two large blocks (approximately 525' x 850'), but constructing a new street between Paseo Padre Parkway and Liberty Street.
- Converting the existing drive along Liberty Street front of the Wells Fargo block into an alley, to create (a) 220' deep parcel(s) along Liberty Street, that could be serviced by the new rear alley.

Figure 3.21 | Illustrative Rendering - Liberty Street (Option A)

Option A - Urban Design

Option A imagines relatively short-term potential infill development opportunities along Liberty Street, Walnut Avenue, and a newly constructed street between Liberty Street and Paseo Padre Parkway. Key features include:

- A new street bisecting the block between Liberty Street and Paseo Padre Parkway, featuring on-street parking for future infill buildings, broad sidewalks buffered from the street by a parkway strip, and a center median, utilizing an existing tree row of the current parking lot(s).
- A small infill building fronting the existing park at the corner of Paseo Padre Parkway and Walnut Avenue.
- New infill buildings lining the corner of Liberty Street and the new street.
- New surface-parked buildings along the Liberty Street frontage of the Wells Fargo Block.

Figure 3.22 | Conceptual Block Structure - Liberty Street (Option B)

Option B - Block Structure

Option B shows a more aggressive degree of change, with City offices (Development Services Center) and professional buildings along Liberty Street making way for new housing and offices, with a north-south street between Kearney Street and Walnut Avenue, in addition to the new street described in Option A. Opportunities of this plan include:

- Increased circulation between the Kaiser Hospital Campus and professional buildings along Paseo Padre Parkway, and Downtown.
- Division of the "superblock" into four, city-scale blocks that could accommodate a range of uses, from commercial/office to residential.
- A better transition from the neighborhoods to the southeast into downtown fabric.

Figure 3.23 | Illustrative Plans - Liberty Street

Option B-1 - Urban Design

Option B-1 Illustrates a fully surface-parked scenario in which 2-4 story buildings line the new blocks. The existing professional buildings along Paseo Padre Parkway remain. Key features which repeat in Options 2 & 3 include:

- A new building attached to the existing park at the corner of Walnut Avenue & Paseo Padre Parkway, helping enclose the green as the formal entry into the courthouse.
- New infill pad buildings flanking the existing solar-panel shaded parking lot behind the courthouse building.

Option B-2 - Urban Design

Option B-2 Illustrates a more intense version of B-1, where a lined parking garage is introduced into the new block south of the courthouse building. Key attributes of this block include:

- A 2-level parking garage, lined with commercial or office space along the ground floor of Walnut Avenue and townhouses along the perimeter streets.
- Building intensities ranging from up to 6 stories along Walnut Avenue, tapering off to 3-4 stories fronting the new north-south street.
- A lively courtyard environment atop the parking structure, accommodating up to 450 residential units, as an extension of the higher-density housing in the downtown.

Figure 3.24 | Illustrative Plans - Liberty Street

Option B-3 - Urban Design

Option B-3 Illustrates a higher intensity scenario in which all of the blocks fronting Liberty Street are developed with housing over podium/structured parking. Key elements of this scenario include:

- Two lined-block mixed-use buildings - as described in Option B-2, face Liberty Street on the east side, replacing the existing professional buildings with a mix of housing and offices.
- A new lined parking structure at the northeast corner of the Wells Fargo Block, accommodating up to 280 spaces, is lined with commercial ground floor uses along Walnut Avenue, and townhouses along Liberty Street. Atop the parking garage, a combination of single, and double-loaded buildings arranged around courtyards accommodate approximately 200 residential units.
- Moving southeast along Liberty Street, the remaining portion of the new Wells Fargo lot could accommodate less intense, 2-3 story podium courtyard buildings transitioning into the similarly scaled multi-family residential along Liberty Avenue.

URBAN NEIGHBORHOOD - GOALS AND POLICIES

A MIXED-USE URBAN NEIGHBORHOOD

The focus of the Urban Neighborhood is to provide a range of housing options capitalizing on proximity to Downtown. The Urban Neighborhood may also accommodate a complementary mix of urban uses such as commercial or office, with urban street frontages that reinforce the Downtown. There are multiple opportunities to transform and intensify portions of the Urban Neighborhood area to create an urban environment compatible with Downtown and the rest of the City Center.

Goal 15: Improved Urban Neighborhood Connections

Street, bicycle, and pedestrian improvements in the Urban Neighborhood area are intended to provide better neighborhood connections for local residents and workers.

Policies:

15.1 New Internal Connections. Whenever possible, create new internal streets and through-connections, particularly through the Hub block and through the block bounded by Liberty Street, Walnut Avenue, Paseo Padre Parkway, and Kearney Street.

15.2 Downtown Connections. Improve physical and visual connections to the Downtown, including along Liberty Street and Capitol Avenue.

15.3 Connections across Fremont Boulevard. Re-envision the Capitol Avenue and Fremont Boulevard intersection as an extension of Capitol Avenue and Downtown, with complementary character and uses on either side of Fremont Boulevard.

Goal 16: A Pedestrian-Oriented Urban Neighborhood Public Realm

Streets and public space in the Urban Neighborhood are intended to be welcoming and comfortable, a place for residents and workers to socialize, recreate, go for a walk, or access Downtown. There are multiple opportunities for improved streetscape throughout the Urban Neighborhood Area.

Policies:

16.1 Minimize Parking-Lot Frontage. Seek to minimize or eliminate the street-facing surface parking lots along Liberty Street, Walnut Avenue, Fremont Boulevard, Capitol Avenue, and any new internal streets.

16.2 Courthouse Plaza. Capitalize on and retain the Veterans Memorial public plaza at the corner of Walnut Avenue and Paseo Padre Parkway as a public amenity.

16.3 Historic Park and Carriage House. Improve the role of the Williams Historic Park and Chadbourne Carriage House as an amenity by extending the pedestrian-oriented streetscapes of the Downtown across Fremont Boulevard.

16.4 Parks and Plazas. Introduce new publicly accessible parks or plazas in the Urban Neighborhood Area.

Moderately intense, pedestrian-oriented, mixed-use housing.

Passages lined by benches and trees should be inserted through the Hub block and other large blocks.

Urban Neighborhood Buildings and Frontages

Buildings in the Urban Neighborhood Area are intended to be pedestrian-oriented and compatible with the multiple residential uses in the area, with frontages that positively contribute to streets, sidewalks, public space, and neighborhood identity.

16.5 Encourage Housing. Prioritize the addition of new housing throughout the Urban Neighborhood area with a diversity of housing types, including townhomes, duplex to fourplexes, and mid-density multi-family housing and a diversity of affordability levels.

16.6 Increased Intensity. Although it will be less dense or intense than locations near BART in the Transit Residential and Urban Office Areas, the Urban Neighborhood Area should gradually intensify over time to create a more urban neighborhood environment.

16.7 Complementary Commercial. With the exception of large format retail at the Hub, any new retail or commercial uses should focus primarily on local services for residents and workers to avoid competing with the Downtown.

16.8 The Hub. A variety of uses – including large format retail, commercial, residential, or a mix of all of these – may occur in the Hub.

16.9 Corner Buildings. Throughout the Urban Neighborhood Area, support and incentivize more lively pedestrian character with the addition of new corner buildings at the intersections of public streets with major drive aisles or internal public streets, with frontage facing sidewalks along those streets; corner buildings may be retail, commercial, or service, and may or may not include upper floor offices or residences over time.

Multi-family housing facing a welcoming and comfortable pedestrian passage.

16.10 Surface Lot Infill. Seek opportunities for infill development on surface parking lots in the Hub, along Walnut Avenue, and along Liberty Street.

16.11 Fremont Boulevard Intersections. Encourage new street-facing development at the intersection of Capitol Avenue and Fremont Boulevard, and of Walnut Avenue and Fremont Boulevard.

16.12 Residential Transitions. Ensure appropriate transitions in height and scale to adjacent townhomes across Sundale Avenue and along Liberty Street, and potential new housing north of Liberty Street.

16.13 County Courthouse Frontage. Encourage softenning the appearance of the county courthouse where possible, including through pedestrian-oriented streetscape improvements, better pedestrian connections through the site, or the addition of liner buildings on surface parking lots.

16.14 Wells Fargo Building. Work with the owners of the Wells Fargo building at Walnut Ave and Liberty Street to improve frontages and streetscape along Liberty Street and Walnut Avenue. Seek to minimize the negative effects of the large surface parking lots; accommodate Wells Fargo requirements for security in any development proposals in this area.

16.15 City Offices on Liberty Street. Capitalize on the City's control over the current location of City offices along Liberty Street, ensuring that any future purchaser or developer actively supports the Downtown and City Center Visions.

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4. TRANSPORTATION, PARKING AND INFRASTRUCTURE

INTRODUCTION

To meet the objectives of the Community Plan, the Fremont City Center must have a transportation system that promotes mobility and access while supporting a great public realm. The City will manage this transportation system as a means for achieving broader community goals, including economic vitality, environmental sustainability, and development of the City Center as a safe, comfortable, and pleasant place to be. This section presents policies that will allow a balanced, connected, multi-modal transportation system to emerge as the City Center evolves into a more urban place, as well as near-term investments that can begin reshaping the system today.

An example of a pedestrian friendly public realm.

CONNECTIVITY

A well-connected transportation network offers many closely spaced and easily crossed streets and intersections, shortening travel distances so people can move quickly and conveniently from place to place. In combination with a mix of land uses, a well-connected street network supports communities where people can meet many of the needs of daily life within walking or cycling distance. Connectivity is important for all modes of transportation, but it matters most for walking: people are much more sensitive to travel distance when they're on foot.

The City Center today has few streets, large blocks, and long distances between signalized crossings. Within the district's "superblocks," surface parking lots can be difficult or confusing for pedestrians to navigate. Compounding these challenges, many existing intersections are large and can be difficult to cross. These obstacles combine to create an environment in which walking is not an attractive option for most trips. To a lesser degree, cycling suffers the same challenges. The difficulty of walking to and from BART and bus stops also severely limits the usefulness of transit.

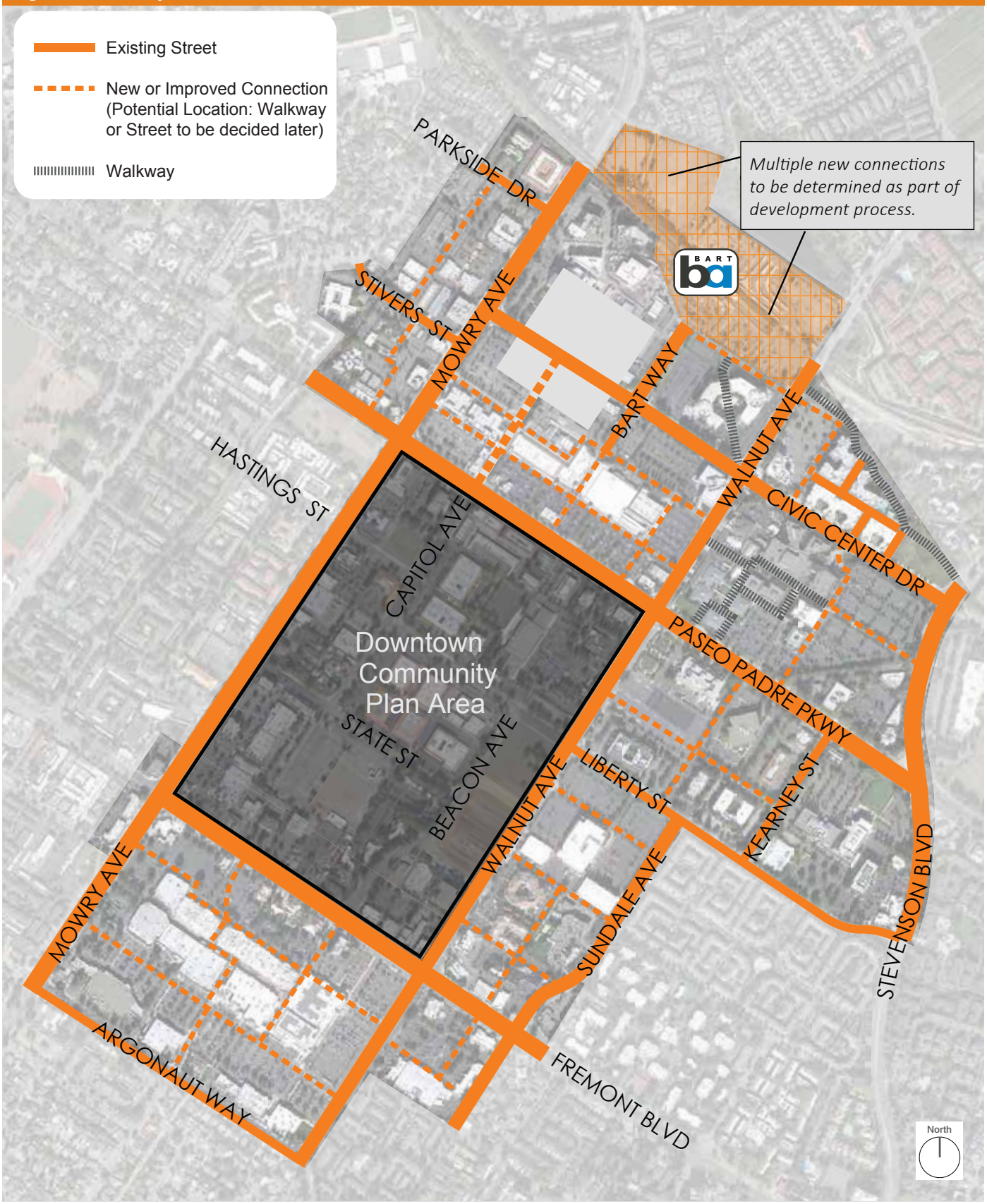
This plan envisions a more connected City Center. Step by step, as land uses evolve, the City and landowners will work together to establish new streets and walkways. New intersections will be created, and the appropriate form of control will be implemented. Existing streets will be made easier to cross. These steps will be guided by a plan for what the network will ultimately look like, illustrated in Figure 4.1, but it will also be flexible, engaging opportunities for new connections as they arise.

New pedestrian walkways would improve connectivity.

A multi-modal street can serve the needs of a wide range of users.

View of a compact urban roundabout.

Figure 4.1 | City Center Street Network



Note: New connections may not be routed exactly as they appear in this diagram.

CONNECTIVITY - GOALS AND POLICIES

Goal 1: Fine-Grained Street Network

Policies:

1.1 Block pattern. Design a block pattern that creates a connected grid of streets, minimizing travel distances between points, (Figure 4.1 illustrates the proposed block structure for the City Center) implementing the following standards:

- In the Transit Neighborhood and Urban Neighborhood districts, new blocks or existing blocks that are modified should be no more than 400 feet in length.
- In the Urban Office district, new blocks or existing blocks that are modified should be no more than 500 feet in length.

1.2 Street Alignment. When a parcel exceeds the applicable maximum block length per the Fremont City Center Code, developers shall provide new connections that support the City Center plan circulation network, implementing the following strategies:

- Connect new streets directly to existing streets, and avoid dead-ends and cul-de-sacs.
- To the extent possible, align new City Center Streets with new streets proposed in the Downtown Community Plan to create continuous paths of travel.

1.3 New Connections. Ensure that large developments provide internal streets and/or pedestrian connections that are open for public use by, at a minimum, pedestrians, cyclists, and emergency vehicles, according to the following standards:

- New Connections will be either Streets or Walkways as defined by the City Center Street Network map (Figure 4.1).
- The City will work with developers of large parcels to select the appropriate type of new connection in each context.
- Street types will be consistent with the Complete Streets section below.

1.4 Walkways. Where long blocks currently exist and full vehicular streets cannot be added, provide new walkways or multi-use pathways to improve walking and cycling access and add permeability.

1.5 Connections through surface parking. Retrofit surface parking lots to include accommodations for pedestrians; surface parking lots should have adequate lighting, direct internal walkways with pedestrian priority paving treatments.

New crosswalks will be necessary to improve City Center.

Narrow internal streets can provide beautiful and convenient links for pedestrians, cyclists and motorists.

Goal 2: Safe Intersections and Street Crossings for Pedestrians

Policies:

2.1 Signal spacing. On high-volume roads, seek to space signalized intersections between 400 and 500 feet apart.

2.2 Intersection design. Ensure that crossings at intersections throughout the City Center are as short, direct, and level as possible, (see Complete Streets section for more information on intersection design), implementing the following strategies:

- Design intersections to be compact and limited in complexity.
- Limit signal cycle delay for pedestrians and bicyclists.
- Eliminate free right turns when possible.

2.3 At-grade pedestrian crossings. Provide at-grade pedestrian crossings and discourage over- or under-passes to avoid delaying pedestrian travel.

Mid-street pedestrian refuge island.

Pedestrian priority street.

Goal 3: Multi-Modal Networks

Policies:

3.1 Network Design. Design and manage a complete, connected network for each mode of transportation [Later sections provide detail on networks for walking, driving, cycling, and transit, respectively].

3.2 Modal Priorities. Classify streets by their level of priority for vehicle, transit, bicycle and pedestrian travel, and apply street design and performance standards to match these levels of priority. [The Complete Streets section provides recommendations for modal priorities by street type.]

Goal 4: Wayfinding

Policies:

4.1 Wayfinding program. Implement a coordinated multi-modal wayfinding program.

- Bicycle and Pedestrian Wayfinding: Maps, directional signs, and other elements should be provided highlighting safe bicycle and pedestrian paths of travel to key destinations.
- Transit: Signs and maps should be provided, particularly at and around transit stations and key stops. Real-time transit arrival information should also be provided at the highest-demand activity generators, such as hospitals and shopping centers. Parking: Parking signs can direct motorists to underutilized off-street facilities, freeing up the most convenient "front-door" curbside spaces, and maximizing the efficiency of a parking system. Use dynamic signage to provide real-time information where appropriate.

Street with heavy pedestrian traffic merits special treatment.

Separated bicycle lane.

Signage and map to assist bicycle users.

COMPLETE STREETS

Safe and active streets are critical for the City Center. Building on the policies in the Fremont General Plan and the Downtown Community Plan, the vision for the City Center area is for a network of Complete Streets. This vision includes:

- Ensure safety for all users. The district's streets will be designed and managed to minimize the risk of collisions, and to feel safe and secure for all users.
- Accommodate all modes. Streets in the City Center area will provide facilities for walking, cycling, driving, and transit. While not every mode can be prioritized on every street, priorities will be set so that the network as a whole works for all modes.
- Prioritize the pedestrian. Every trip begins or ends with a walk trip. Like any great urban place, streets in the City Center will not only accommodate, but invite and celebrate walking.
- Provide a great public realm. Streets in the City Center will help to make it an attractive, vibrant, inviting place to be.
- Relating to the land use context. Streets will be designed to tie together comfortably with surrounding buildings. Each street will be designed and managed to support existing and planned land uses.
- City of Fremont Fire Access Requirements: During the initial design stage of a development project, it is recommended to contact City Staff to discuss fire access roads for both on and off-site requirements.

A crucial feature of the Complete Streets approach outlined here is that *the City need not implement every element of the vision at once*. Pieces of the strategy can be phased in over time, investing in individual blocks as development occurs and resources allow.

The pages that follow also include a discussion of the particular streets in the City Center (Mowry, Stevenson, Paseo Padre, Walnut, Sundale, Fremont, Civic Center, etc) and suggest near-term and long-term improvements, and proposed Goals and Policies for Complete Streets in the City Center area.

Mowry, Stevenson, Paseo Padre, and Fremont

Mowry Avenue, Stevenson Boulevard, Paseo Padre Parkway, and Fremont Boulevard are regional mobility corridors, connecting the City Center to surrounding neighborhoods and the rest of the region. They carry significant volumes of vehicle traffic (including cars, trucks, and buses). While they are important vehicular streets, they must also be safe and comfortable for pedestrians and cyclists traveling along them, and they should not be barriers to pedestrians wishing to cross.

Design Needs/Considerations/Trade-offs

- Important regional through streets for vehicles (including trucks and transit, bicycles) and pedestrians.
- Generous pedestrian realm with landscaping, street trees, and street furniture are preferred help mitigate the impact of higher travel speeds and the presence of freight.
- If provided, bicycle facilities should be premium (buffered bike lanes or separated cycle tracks).
- Important transit function; Peak hour/full time transit lanes and/or queue jump lanes could be used in segments experiencing transit delay. Continuous use of raised medians and center turn lanes should be employed to reduce left turn conflicts at driveways and reduce delay from left-turn queuing.
- Parking is a secondary need and may be provided through peak period curb parking restrictions. Dedicated parking could be provided in strategic locations where appropriate.
- Access to local business should be focused on parallel and intersecting streets.

Standard Street Elements

- Street Design: Far-side transit stops, raised median/ center turn lane.
- Street Furniture: Planters and street trees, pedestrian refuge island, bike parking, benches, pedestrian-scale lighting.
- Safety Elements: Pedestrian countdown signals, high visibility crosswalk markings, ADA-compliant curb ramps, clearly defined sidewalk zones (with paving techniques or special materials).

Optional Street Elements

Bus bulb outs (parking only), premium bicycle facilities, median nose, stormwater management.

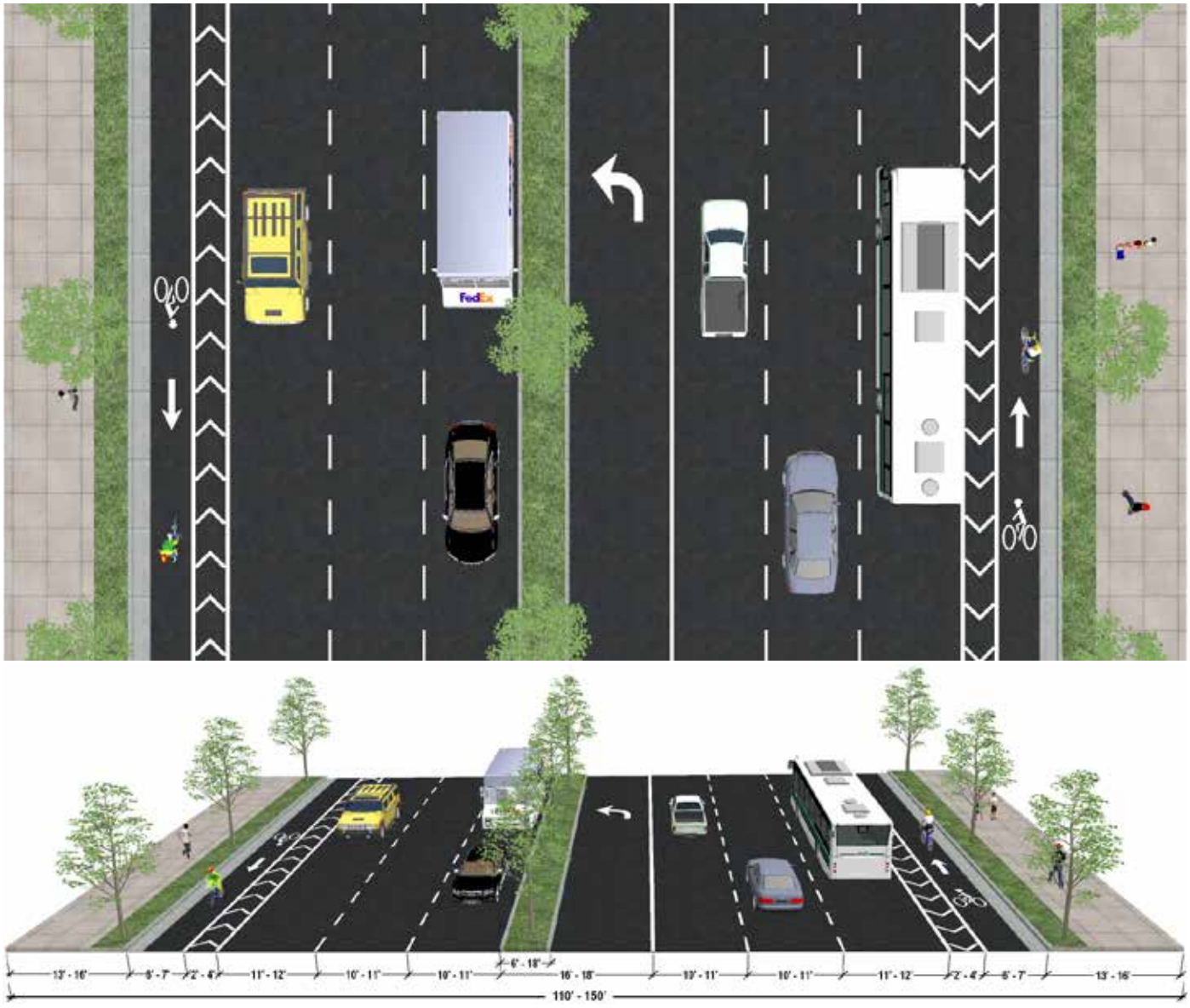
Mowry, Stevenson, Paseo Padre, and Fremont

Near-term Upgrade: Mowry, Stevenson, Paseo Padre, and Fremont

This design presents a relatively low-cost adjustment for any of the four major arterial streets in the City Center. *The major difference between this design and the long-term proposal is that this design does not move the existing curb lines.* The design would narrow the travel lanes and turn lanes, repurposing space to add a buffer between the bicycle lane and traffic.

- Pedestrian and Public Realm: The buffer would place additional space between pedestrians and moving traffic, improving comfort. Add bulb outs at intersections to shorten pedestrian crossings.
- Cyclists: The buffer would improve cyclist comfort and safety on the arterials. Note that where buffered bike lanes are present, each intersection should be carefully designed to maximize safety for all road users.
- Vehicles: Narrower travel lanes would encourage safer, more moderate vehicle speeds. This design maintains three through lanes in each direction, as well as a dedicated left turn space at intersections.
- Transit: In advance of bus stops, the cycle lane would drop and buses and cyclists would merge into a shared space.

Note: Street section dimension ranges are consistent with the Downtown plan.



Liberty, Civic Center, and Sundale

Liberty Street, Civic Center Drive, and Sundale Drive provide circulation and distribution inside the district. They serve as important connectors between the major arterials and the finer-grained grid of streets. Auto traffic moves at moderate speeds, and bicycle and pedestrian travel is prioritized.

Design needs, Considerations, and Trade-offs

- These streets should be great walking streets, and excellent pedestrian facilities should be provided, including wide sidewalks, gracious landscaping, and frequent, well-marked crossings.
- These streets have one lane in each direction with a center turn lane. A turn lane helps to reduce left turn conflicts at driveways and reduce delay from left-turn queuing.
- Parking helps to support businesses and buffer pedestrians from traffic. Curb parking should be provided, preferably on both sides of the street. Sidewalks bulb-outs should be provided at corners, making use of the parking lane.
- Curb cuts should be minimized, with garage and loading access shifted to streets and alleys where possible.
- Bicycle facilities should be provided, typically striped (Class II) bicycle lanes.

Standard Street Elements

- Parking: On-street parking and bike parking
- Furniture and Design: Dedicated bike facilities, pedestrian-scaled lighting, planters and street trees, pedestrian refuge island, and curb extensions.
- Safety: Pedestrian countdown signals, high visibility crosswalk markings, ADA-compliant curb ramps, clearly defined sidewalk zones (using paving techniques, special materials, etc.).

Optional Street Elements

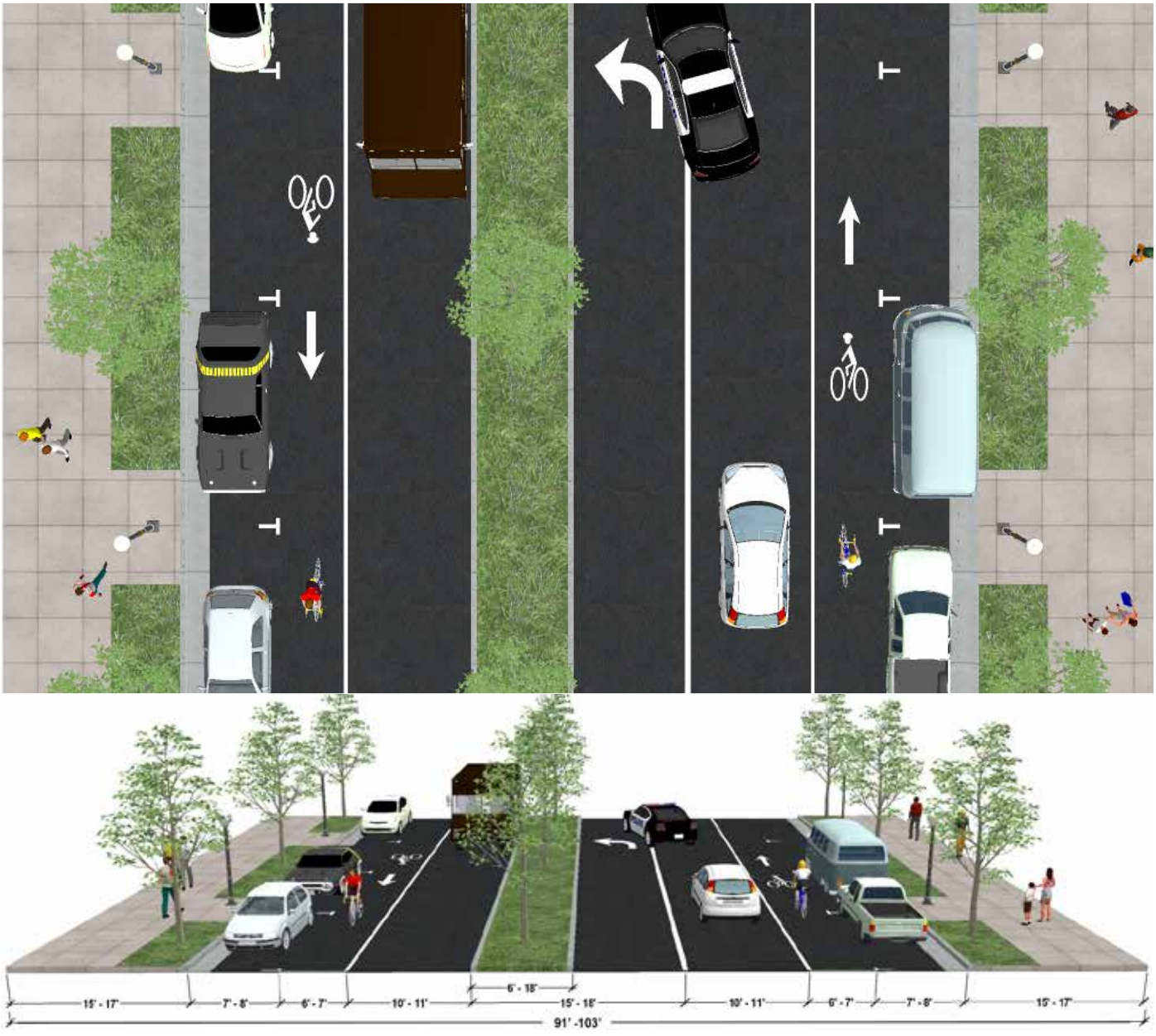
Raised median/center turn lane, median landscaping, median nose, bike corrals.

Civic Center Drive

Civic Center Drive (Typical)

This design envisions narrowing Civic Center Drive. With a generous pedestrian realm, enhanced landscaping, parking lanes providing access and buffering pedestrians from traffic, Civic Center would be a more welcoming street for walking, biking, and local access. Pedestrian crossings would become easier. On the portion of the block between Walnut and Stevenson adjacent to the Archstone Apartments, the existing sidewalk, landscape, and angled parking would be maintained on the east side of the street, as shown in the variation on the following page.

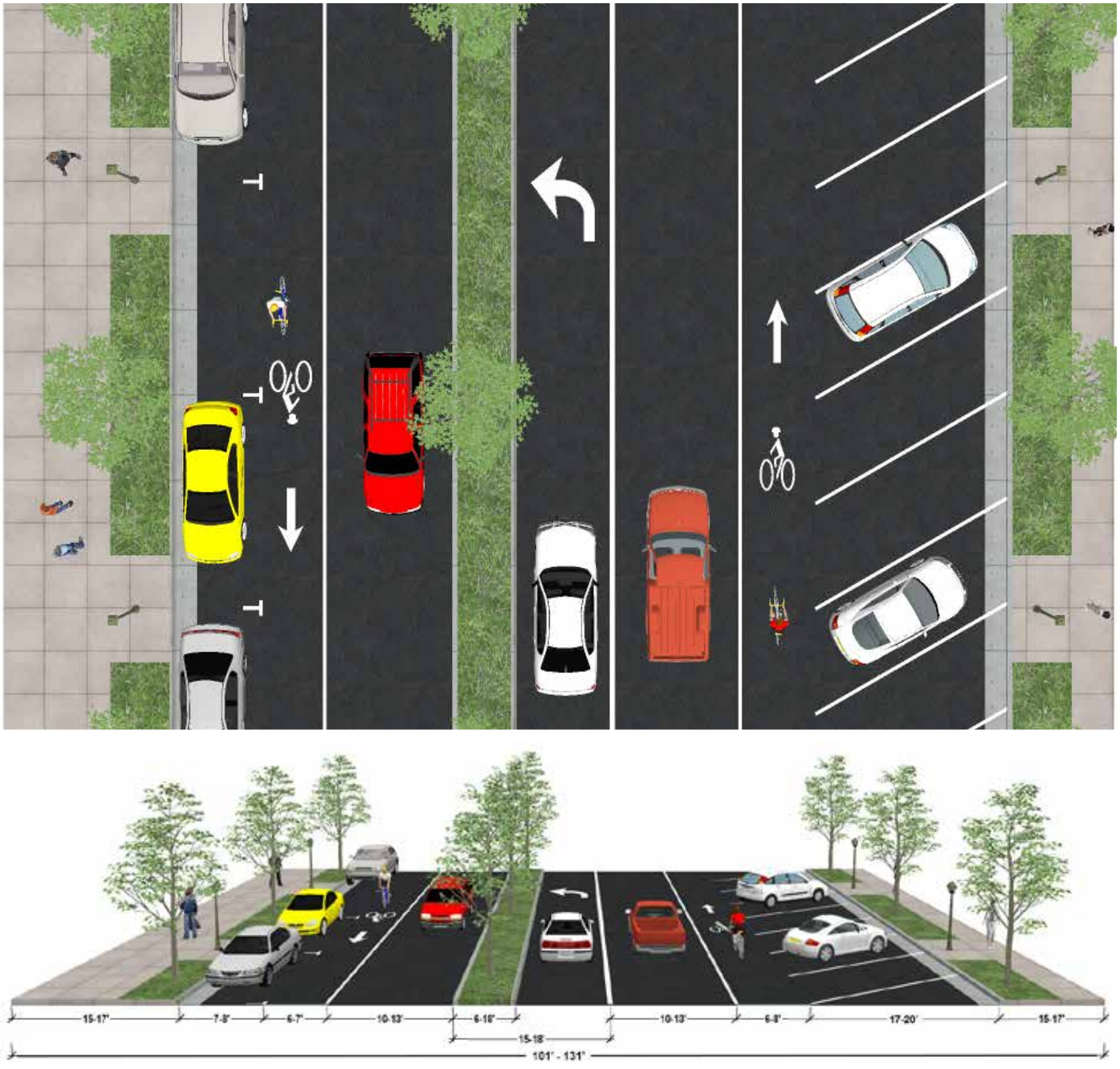
- Pedestrians and the public realm: The pedestrian realm is expanded to its recommended dimension of 15 feet, and more extensively landscaped. Crossing distances are narrowed.
- Cyclists: Bicycle lanes are added.
- Vehicle: Through-travel lanes are reduced from 4 to 2, reducing vehicle capacity. Parking lanes are provided added, improving local access. The existing angled parking is maintained.
- Transit: Bus stops are expanded and upgraded, making use of the wider sidewalk. At stops, the bike lane is integrated.



Civic Center Drive

Civic Center Drive (Variation between Walnut and Stevenson)

The cross section for Civic Center between Walnut and Stevenson is shown below, accommodating existing streetscape improvements and parking on the east side of the street.



Smaller streets

The smaller streets in the City Center, such as Liberty Street, provide local circulation for walking, cycling, and low-speed driving within the district. Streets can have variety of different configurations, ranging from very narrow streets and service alleys to wider commercial and residential streets with parking or bicycle lanes.

Design Considerations

- These narrow streets provide one travel lane in each direction, with no turn lanes, and carry low volumes of vehicle traffic.
- These streets should be managed for moderate vehicle speeds, with traffic calming elements used where necessary and the smallest feasible curb radii.
- Travel lanes should be as narrow as feasible, but may be up to 13 feet in width when necessary for fire code reasons.
- The pedestrian realm can vary in width, but should be well-maintained, with sidewalks, landscaping, and marked crossings.
- Curb parking is an optional element that should be added when necessary to provide access to adjoining businesses. Curb parking can omitted when the right-of-way width is insufficient.
- Bicycles may be accommodated in shared lanes, or striped bicycle lanes may be provided.

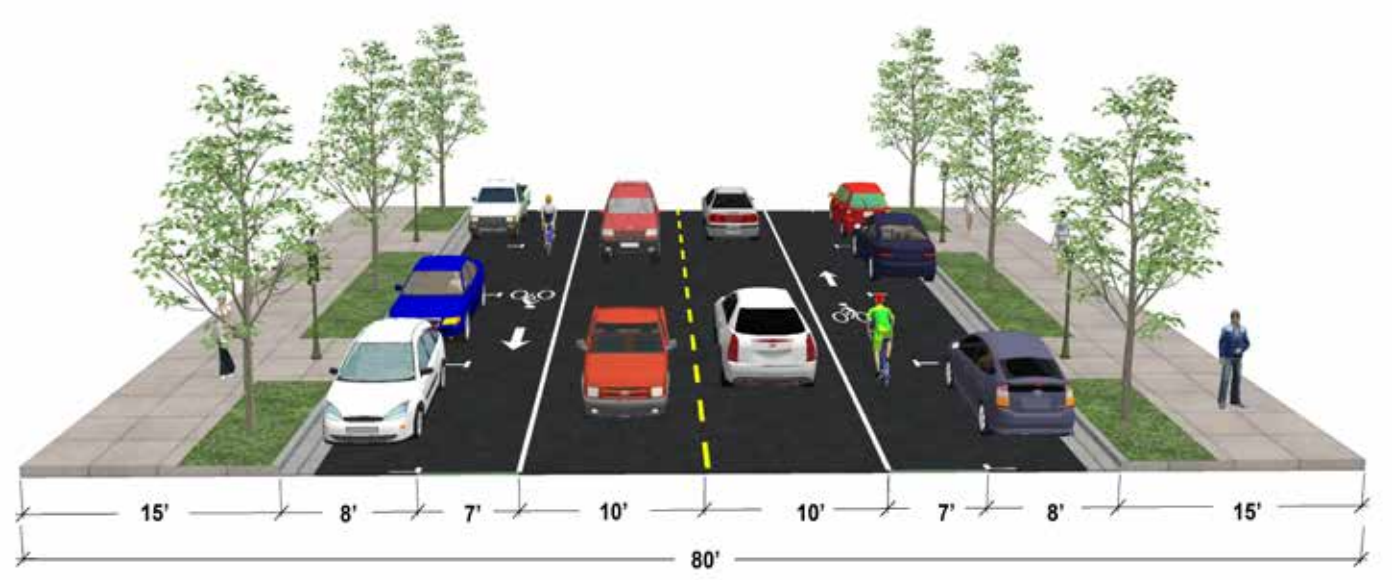
Standard Street Elements

- Safety elements: Sidewalks, pedestrian-scaled lighting, marked crosswalks, ADA-compliant curb ramps.
- Street Furniture: Planters and street trees

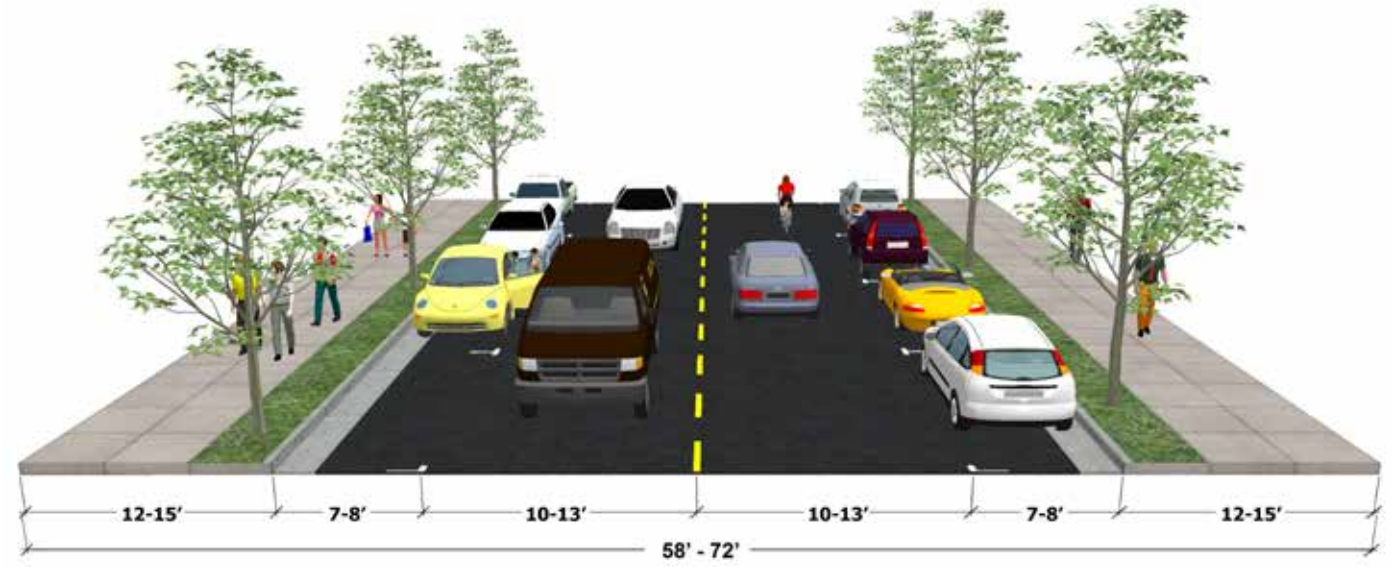
Optional Street Elements

Dedicated bicycle facilities, on-street parking, bike parking, pedestrian countdown signals, high visibility crosswalk markings, bus bulb outs, curb extensions.

Potential configurations for new streets and connections

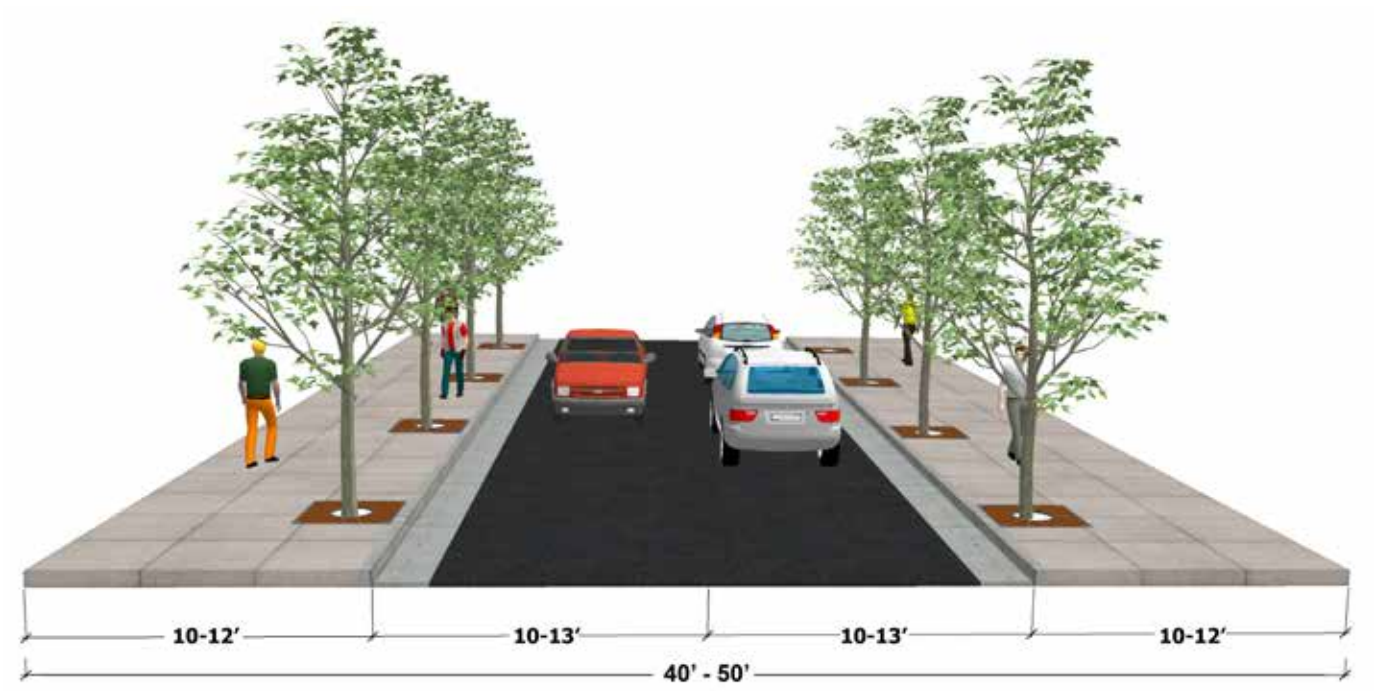


The image above illustrates the street sections for Liberty Street, Argonaut Way, and Sundale Drive, or other potential streets with generous sidewalks, landscaping, bike lanes, and curb parking.



The image above illustrates a narrower potential new street with generous sidewalks, landscaping, and curb parking. Lane markings and signage could also be provided to indicate as bike route.

Potential configurations for new streets and connections



The image above illustrates potential new street at the minimum width for a vehicular street. It includes one travel lane in each direction, sidewalks on both sides, and street trees.

Walkways and multi-use paths

Not all public rights-of-way in Fremont City Center accommodate motor vehicles: the area also includes a network of pathways for walking and, in some cases, biking. The network of walkways will expand as large parcels redevelop. Walkways provide connections from place to place, but also public spaces for enjoyment, exercise, and relaxation. Their design should reflect these roles.

Design Considerations

- Walkways may be simple concrete or asphalt pathways, or may have special paving, public art, landscaping, benches, or other amenities. Their design should reflect their place in the network and their intended function.
- Multi-use paths can also include cyclists, either in a shared-use path or in a separate marked bikeway space.
- Walkways exclude most motor vehicles. Depending on the land-use context, they may also be required to accommodate emergency vehicles and/or certain types of maintenance vehicles.
- Walkways should have excellent pedestrian scale lighting and landscaping as appropriate to the context.
- Walkways must be fully accessible, both at and between intersections.

An example of a pedestrian walkway through a park.

An example of a multi-use path near a water feature.

An example of a walkway that serves as an extension of a street.

An example of a walkway through an office area.

COMPLETE STREETS - GOALS AND POLICIES

Goal 5: Accommodation of All Transportation Modes

Policies:

5.1 Complete Streets Requirement. Require a network of complete streets that can move travelers efficiently, safely and comfortably by all modes, as discussed by General Plan Mobility Policy 3-1.1.

5.2 Design standards. Refer to the City of Fremont Standard Details in the design of all streets. Apply best practices in multi-modal corridor and intersection design, with particular attention to the needs of pedestrians and cyclists and the principles of universal design.

5.3 Preference for spatially efficient modes. Wherever possible, seek to increase access using spatially efficient modes such as walk, bike, and transit. Alterations to existing streets shall not reduce existing or planned pedestrian or bicycle capacity according to General Plan Mobility Policy 3-1.5.

5.4 Modification of Level of Service Standards. Peak-hour Level of Service "E" and "F" will be acceptable in particular locations or situations in the City Center as per General Plan Policy 3-4.2.

An example of a wide pedestrian sidewalk as a component of a complete street.

An example of a multi-modal street.

An example of plant buffers that improve pedestrian safety.

Goal 6: Street Retrofits for Pedestrian Safety and Character

Policies:

6.1 Priority corridors. To support the vision of the City Center as a pedestrian-oriented, livable neighborhood, several key streets should be redesigned. Two critical corridors for pedestrian and other public realm improvements are:

- Civic Center Drive: Transform Civic Center Drive into a walkable, beautiful street that includes a single-lane roundabout with public art or landscaping at the BART Way intersection.
- Walnut Avenue: Narrow the number of lanes on Walnut Avenue, improve sidewalks, extend bike lanes, add on-street parking, improve pedestrian crossings, or implement other strategies to re-fashion Walnut Avenue as a walkable urban street.

6.2 Priority Intersections. Prioritize intersections for improvements to pedestrian and multi-modal network connectivity:

- Civic Center and BART Way
- Civic Center and Walnut
- Paseo Padre and Walnut
- Paseo Padre and Stevenson
- Paseo Padre and entrance to Gateway Plaza
- Walnut and Fremont

Bicycle lane and pedestrian island/crosswalk serve multiple user types. "Choker" island calms traffic in a residential area.

A bulbout reduces pedestrian crossing distances, slows turning cars, and provides a place for landscape and street furniture.

6.3 Repair of free right turn lanes. Repair or eliminate existing free-right turn slip lanes to improve safety and comfort for cyclists and pedestrians. Where slip lanes are required to achieve design vehicle turning radius requirements and adequate pedestrian crossing time, provide a narrow lane, control vehicle movement with a signal, and raise the pedestrian crossing.

6.4 Universal Access. Inventory the district for deficiencies in accessibility, and where they exist, apply principles of universal design to ensure street environments are legibly and comfortably designed for pedestrians of all ages and abilities. Universal design is particularly important near BART and access to the California School for the Deaf and California School for the Blind. Key considerations include:

- Fully accessible curb ramps at all intersections
- Adequate street lighting
- Clear curb delineation between sidewalks and streets, and an avoidance of "blended" curbs
- Avoidance of objects at head height and low-to-the-ground installed on the pedestrian-right-of-way and streetscape
- Color contrast in landscaping and streetscape where possible

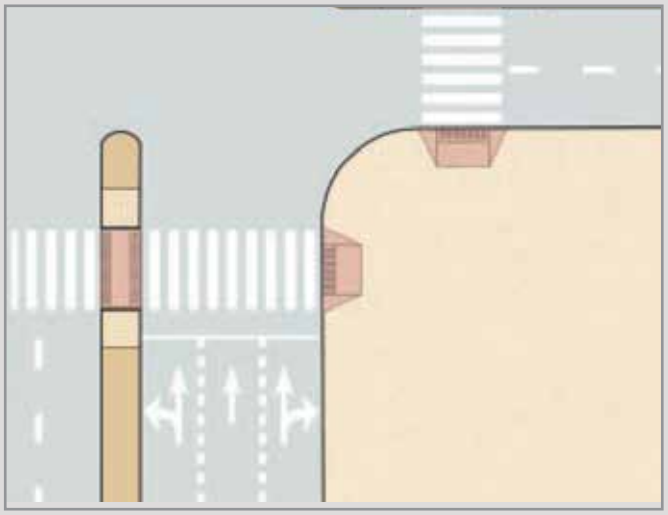
6.5 Retrofit opportunistically. For the entire plan area, seek out opportunities to retrofit streets over time. Opportunities may include major development projects; street resurfacing and other major street maintenance activities; and utility work; and federal, state, and regional grant funding opportunities.

A one-way street designed to move vehicles quickly (left) is transformed into a two-way, multi-modal street (right). Fewer lanes (and, in this case, two-way traffic), street trees, striped crosswalks, and buildings located close to the sidewalk all help to slow cars down and consequently create a more inviting environment for pedestrians and cyclists.

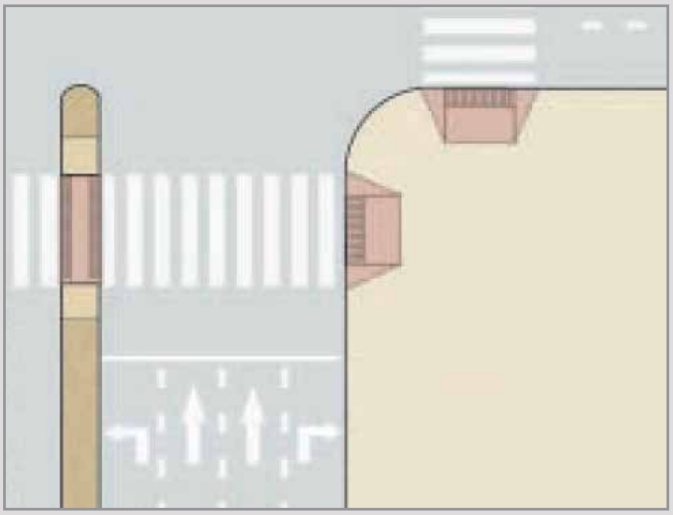
Repair of Free Right Turns - A Toolkit

Most arterial intersections in the City Center area are configured to allow free (uncontrolled) right turns. This treatment includes raised corner islands for pedestrians, set off from the corner by an exclusive yield right turn lane. Wide right turn lanes, large corner turning radii, and the lack of signal control encourages high-speed vehicle turns and reduces pedestrian comfort. The raised pedestrian island requires the interruption of bicycle facilities at intersections. In the long term, the City Center plan calls for replacement of free right turns. The City of Fremont has already begun reconfiguring some intersections.

Two suggested options for re-configuration of right turns are provided below.



Option 1 (Preferred): No dedicated right turn lane



Option 2: Dedicated right turn lane (controlled)

PEDESTRIANS AND THE PUBLIC REALM

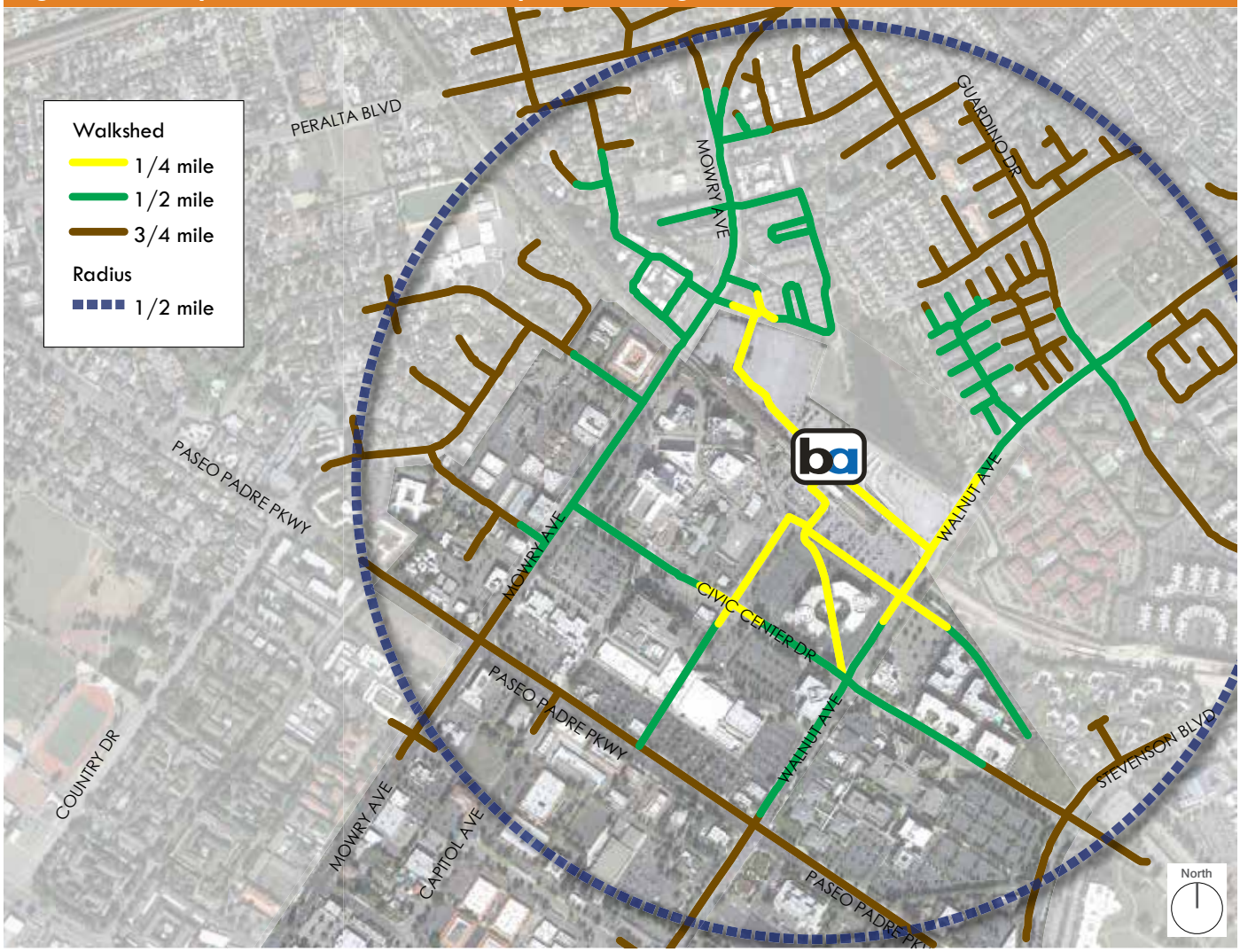
A great pedestrian environment is at the core of the vision for the City Center. The plan aims to create a public realm filled with residential and commercial life, and a great walking environment is required to attract people into the districts streets, sidewalks, plazas and parks. Walking also supports the whole transportation system. Every trip begins or ends as a pedestrian trip, whether it's getting from the bus stop to the office or from the store to the parking lot. In particular, the success of the transit system is highly dependent upon high quality walking routes to and from transit stops.

Despite the importance of walking for the life of the area, the City Center lacks important pedestrian infrastructure and amenities. Needed investments in connectivity and multi-modal streets and intersections are outlined earlier in this chapter. This section presents additional policy guidance that is specific to pedestrian planning.

Basic objectives include:

- Connectivity - A well-connected street network is vital for making walking a competitive mode of transportation in the district.
- Safety - A pedestrian-first design is a safety-first design, intended to keep pedestrians of all ages and abilities feeling safe and comfortable on the street.
- Accessibility - A great walking environment is accessible to people of all ages and abilities.
- Design - A great place to walk is a great place to be. It includes interesting things to look at, places to sit, trees for shade, and people to interact with.

Figure 4.2 | City Center Walkshed to Be Expanded through Enhanced Connections



PEDESTRIAN AND PUBLIC REALM - GOALS AND POLICIES

Goal 7: Safe and Efficient Streets

Policies:

7.1 Network connectivity. Create a well-connected pedestrian network.

- Provide short blocks and more intersections to allow pedestrians to reasonably direct paths of travel.
- Where full streets cannot be added, provide dedicated pedestrian pathways or multiuse paths.

7.2 Pedestrian facilities. Provide generous sidewalks and well-designed crossings throughout the City Center to invite pedestrian travel. The following standards should apply for pedestrian facilities:

- Basic - All streets should have basic pedestrian facilities. Basic facilities include continuous sidewalks on both sides of the street, marked crosswalks and signalized crossings at intersections with major streets.
- Upgraded - All major streets, and the most important smaller streets should have upgraded pedestrian facilities. These include wider sidewalks (at least 15 feet in width except at the most constrained locations), closely-spaced pedestrian-scale lighting, pedestrian countdown signals, landscaping and higher quality street-crossing treatments. Median pedestrian refuges should be at least 6 feet in width.
- Premium - On the major street segments with the highest volumes of pedestrians, facilities should include extra-wide sidewalks, special lighting, signage, and seating, and other amenities.

7.3 Street trees and landscaping. Use street trees and landscaping to offer shade, improve air quality, alleviate heat island effects, provide natural stormwater management and create a visual buffer between the roadway and the sidewalk.

7.4 Traffic Calming. Implement design features to slow vehicles in the City Center to speeds that are safe and comfortable for pedestrians, while maintaining lane widths sufficient for emergency vehicles.

7.5 Other Amenities. In very high-volume pedestrian areas, dedicate public space for other amenities such as restrooms, drinking fountains, food vendors, and others as appropriate to the context.

7.6 Lighting. Place pedestrian-scale lighting throughout city center.

7.7 Setting Priorities. Prioritize pedestrian facility investments in the following locations:

- High density areas - Areas with existing or planned concentrations of workers, residents, and visitors; ensure that sidewalks, crosswalks, and other facilities have the capacity to support the intended uses.
- Areas with vulnerable populations - Residential areas with large numbers of potentially vulnerable pedestrians, as seniors, people with disabilities, and young children.
- Areas with accessibility problems - Locations with deficiencies in accessibility for all users.
- High collision streets and intersections - Streets and intersections with a large number or high severity of vehicle-pedestrian collisions.

Streets can be designed to accommodate multiple users and shared space.

An example of crossing signage and signalization.

- Routes to transit - Prioritize investments in safe and direct pedestrian pathways to Fremont BART station. Ensure safe and direct street crossings near and AC Transit bus stops.
- Routes to parks, and community facilities - For example, pedestrian routes to Central Park should be improved.

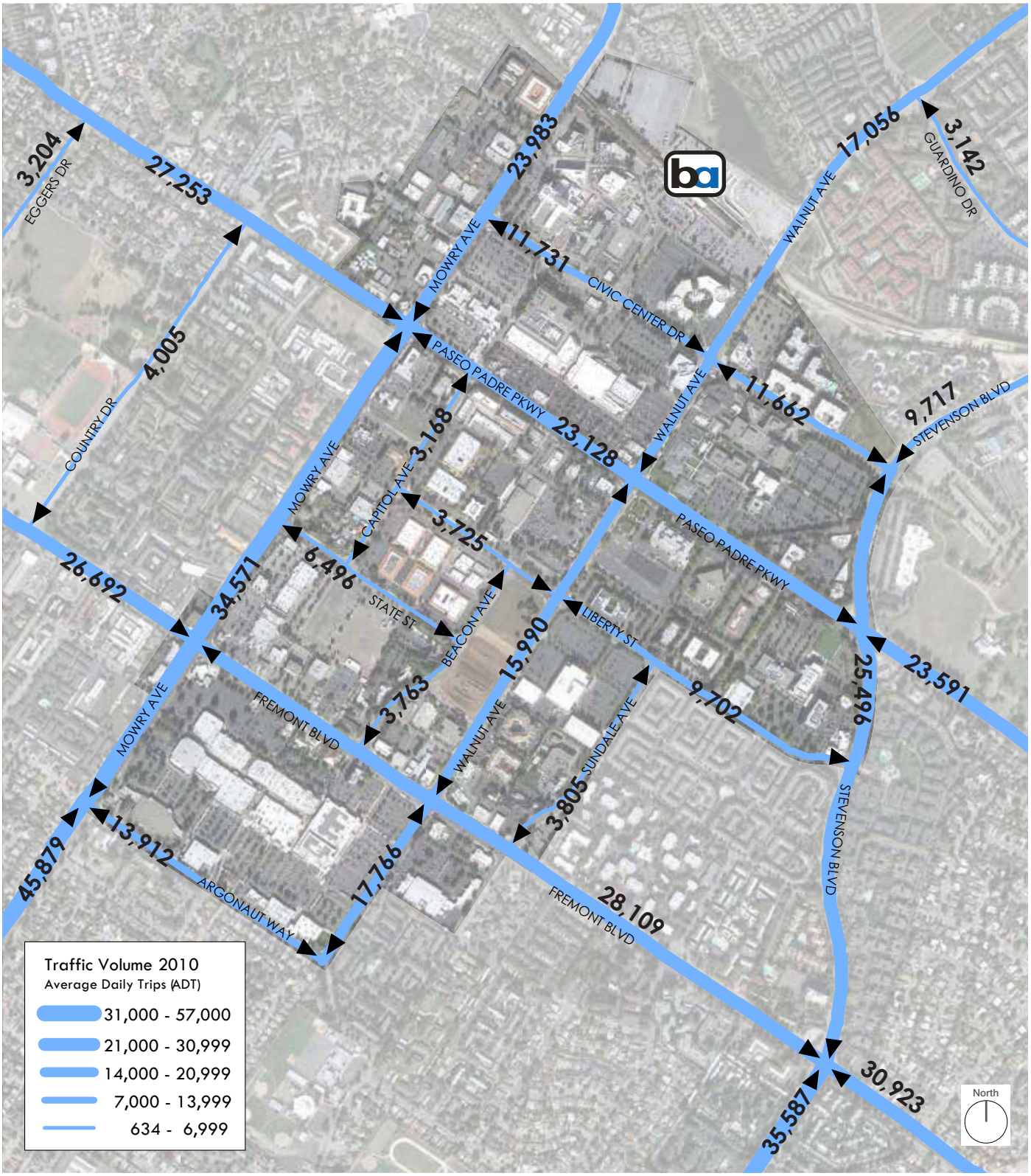
VEHICLE CIRCULATION

At its best, the automobile provides speed, comfort, privacy and an extraordinary degree of personal mobility. In large numbers, however, private vehicles can also yield congestion, pollution, and a reduction in efficiency for all modes. A public realm designed primarily to accommodate private vehicles is often featureless and uninviting.

The City Center Community Plan seeks to accommodate the best of what automobiles can offer, while also managing the impacts of their use on other modes of transportation and on the public realm. This section provides guidance for how trips vehicle may be across the street network, and how streets should be managed so that they function well as a unified system that works well for all users.

Safe street crossings are particularly important for vulnerable populations such as seniors.

Figure 4.3 | City Center Traffic Volumes, 2012



VEHICLE CIRCULATION - GOALS AND POLICIES

Goal 8: Effective Multi-modal Network Management

Manage vehicle traffic to allow regional mobility and local access while limiting impacts to livability.

Policies:

8.1 Corridor Efficiency. Strive to maximize the efficiency of the existing automobile infrastructure, maintaining mobility for private vehicles, freight, and transit on major streets while balancing against the needs of other modes and the public realm. Implement the following strategies:

- When assessing street performance for motor vehicles, consider corridor travel times, rather than approach delay for individual intersections.
- Recognizing the importance of other modes of transportation in the City Center, tolerate vehicular delay (LOS E or F) on major streets during the peak hour when necessary to achieve other plan area goals, as directed in the General Plan.
- Reduce peak-period vehicle congestion by implementing Transportation Demand Management (TDM) programs [see Transportation Demand Management section].
- As feasible, use appropriate meter rates to manage demand for on-street parking demand, eliminating the need to circle in search of a space [see Transportation Demand Management section].

8.2 Grid Efficiency. Encourage new through-streets in order to distribute traffic more efficiently across the grid.

Goal 9: Delivery and Parking Access

Policies:

9.1 Large Vehicle Access. Ensure that new and retrofitted streets and intersection accommodate emergency vehicles, delivery trucks, and buses as required.

9.2 Local Access Streets. Develop a network of local access streets to promote delivery, parking, and loading off of moderate and low volume streets [see proposed network of new connections in Figure 4.1].

9.3 Ingress and Egress. Require developers to provide ingress and egress from minor local streets.

9.4 Curb Cuts. Encourage design that minimizes curb-cuts on all streets, particularly for high volume uses such as parking garages.

Goal 10: Safety Environment for All Road Users

Policies:

10.1 Traffic Controls. Use traffic controls and design features to encourage motorists to drive appropriately for the type of streets they are using.

10.2 Vehicle Speeds. Manage vehicle speeds to ensure comfort and safety for all roadway users.

Parking meters that accept multiple forms of payment can make parking more convenient and well managed.

An example of on-street, front-door delivery.

BICYCLES

Cycling has an important role to play in achieving the goals of the City Center Community Plan. An increased rate of cycling would help reduce the demand for parking, ensuring that new development can be gracefully accommodated; it could offer new residents and workers a broad range of mobility options. Increased cycling could help ease congestion, free up auto parking capacity and reduce air pollution and noise levels. Bicycles are a tried and tested, simple, cheap and zero-emission technology.

The City Center area is an ideal scale for cycling to be an important mode of transportation across the district. At roughly 1.1 miles end-to-end, it's too big for many travelers to easily walk from, for example, the Fremont BART station to the Hub. But a similar bike trip could be accomplished in just a few minutes. Fremont's flat terrain and generally mild climate also help to create a promising environment for cycling. But for cycling to be an attractive travel option for all but the strongest and most experienced riders, the City will need to make infrastructure changes.

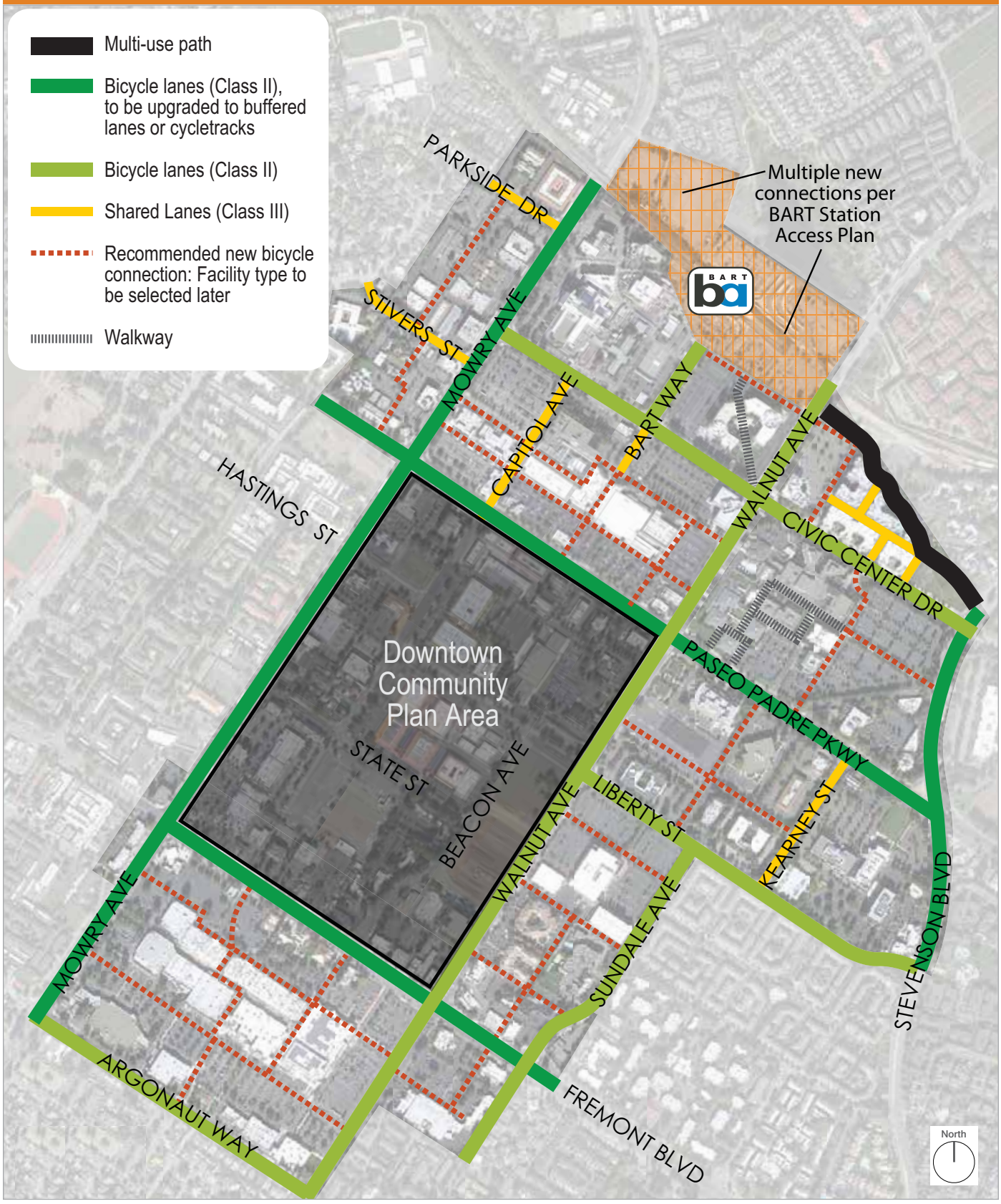
The proposed bicycle network is shown in Figure 4.4. Cycling investments in the City Center will guided by the policies that follow, which are consistent with the City's Bicycle Master Plan.

Bicycle boulevards and on-street sharrows can promote bicycle use on low-speed streets.

Bicycle lanes promote sustainable alternative modes of transportation for residents while decreasing air pollution.

Carefully designed separated bicycle facilities can provide additional safety and comfort for all users.

Figure 4.4 | Proposed City Center Bicycle Network



Note: New connections may not be routed exactly as they appear in this diagram.

BICYCLES - GOALS AND POLICIES

Goal 11: A Safe, Enjoyable and Efficient Bicycle Network

Policies:

11.1 Network Connectivity. Create a well-connected network of high-quality bicycle facilities [see Figure 4.4 for the proposed bicycle network], implementing the following strategies:

- Provide dedicated bicycle facilities on all major streets.
- Evaluate new connections for the appropriate bicycle facility type.

11.2 Bicycle Facilities. Provide bicycle facilities of the appropriate type and design on each bicycle corridor. The following standards should apply for pedestrian facilities:

- Basic - Bicycles are permitted on all streets in the City Center, and all travel lanes are considered "shared" lanes for bicycles. In addition, place shared lane marking or "sharrows" on important bicycle streets, or at potential conflict points.
- Upgraded/Premium - On wider streets, provide striped bicycle lanes. On very wide streets, consider upgrading bicycle facilities with striped buffers. In the long term, consider placement of cycletracks on some major arterials streets, such as Paseo Padre Parkway. Note that on streets with cycletracks or buffered bicycle lanes, intersections must be carefully designed to maximize safety for all road users.

11.3 Bicycle Crossings. Design intersections to reduce the incidence and potential severity of collisions between cyclists and other road users, as follows:

- Design turn lanes, medians, and refuge islands to break down wide or complex intersections into smaller parts that cyclist can navigated sequentially.
- Where needed, provide intersection-only bike lanes and 'bike boxes' at intersections with high volumes of cyclists, or at intersections where cyclist left turns may be expected.
- At complex intersections and where separated bicycle facilities are present, consider providing cyclists with their own signal phase to reduce conflicts between cyclists and right-turning vehicles.

11.4 Bicycle Wayfinding. As part of the district specific multi-modal wayfinding with consistent branding, all bikeways and that the routes that lead into them should be furnished with wayfinding signage.

11.5 A Sufficient Supply of Bicycle Parking Throughout the City Center

Policies:

11.6 Private Bicycle Storage. Require new development to include secure bicycle storage, as follows:

- New residential developments - secure, well-lit, visible, indoor ground-floor or below-grade bicycle parking for residents, as well as secure bicycle parking for guests.
- New non-residential development - secure, well-lit, visible, indoor ground-floor or below-grade bicycle parking for employees, ground-floor or below-grade commuter change room with showers and lockers; secure bicycle parking for visitors; prohibit building restrictions on bringing bicycles into buildings.

11.7 Public Bicycle Parking. Prioritize locations and invest in public bicycle parking throughout the district.

11.8 Create a Process to Allow On-Street Bike Corrals. As cycling in the district increases, consider placement of groups of bicycle parking spaces, or "corrals" on street, such as in bulb outs or directly in the parking lane.

11.9 BART Bicycle Parking. Work with BART to ensure a sufficient supply of secure bicycle storage at Fremont BART Station.

11.10 Bike Sharing. Encourage bike sharing programs and facilities in the City Center.

An example of a publicly accessible secure bicycle storage at a train station.

An example of visitor bicycle parking.

TRANSIT

An example of bicycle storage in a residential building.

An example of secure bicycle storage.

Transit is an important part of the transportation system in the City Center area, and it will become even more important in the future. The Fremont BART station, located at the north-east border of the plan area, provides frequent rail service between Fremont and points north. As the southern terminus of the BART line, the station also draws park-and-ride commuters from a wide area. BART and VTA are now collaborating to extend the BART line to the south, where it will connect to Warm Springs and eventually Milpitas and San Jose. With new connectivity to the South Bay, BART will become an even more important link to the City Center. At the same time, station access may shift away from park-and-ride and toward a greater number of Fremont residents and workers getting to the station in other ways.

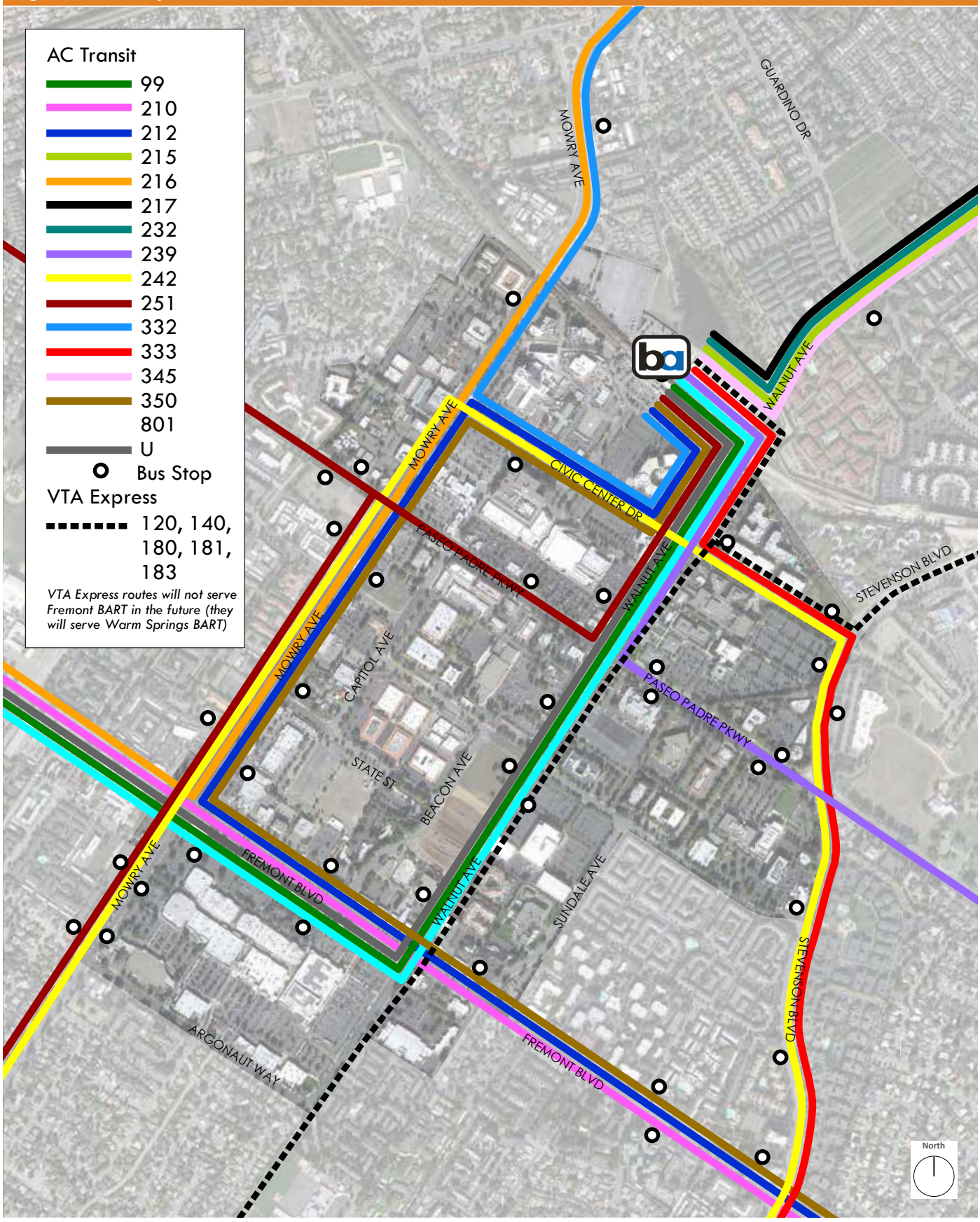
Several AC Transit bus lines serve the City Center area, offering a vital mobility option to many Fremont residents and workers. As the area becomes denser and more transit-oriented, the value of AC Transit service will increase. At the same time, as BART extends to the south and Fremont Station is no longer the end of the line, VTA express bus service will be reduced.

By encouraging mixed-use development within walking distance of transit and enhancing the ease of walking and biking between the rail station, bus stops, and origins and destinations throughout the plan area, the City Center plan is to maximize the value of these transit resources. This section offers policy guidance for efficient and effective transit operations, as well as improving passenger access.

A BART train leaving the station.

A bus operated by AC transit, which serves the City Center.

Figure 4.5 | City Center Transit Network



TRANSIT - GOALS AND POLICIES

Goal 12: High-Quality Access to the Fremont BART Station

Policies:

12.1 BART Station Access. Collaborate with BART on station access strategies that maximize ridership and total transit revenue, including parking pricing programs that ensure a few spaces are available to passengers at all times, shared parking, pedestrian and bicycle connectivity to the station, enhanced bicycle parking, such as feeder buses and new development.

12.2 BART Station TOD. Encourage BART to pursue transit-oriented development on its station property. Encourage BART to pursue the mix of development and replacement parking that maximizes ridership and overall return on investment.

12.3 Connectivity Improvements. Improve connectivity along paths of travel to and from the Fremont BART station, with the following priorities.

- Enhanced crossings of Civic Center Drive, BART Way, Walnut Avenue, and Mowry Avenue.
- A signalized crossing of Walnut Ave just east of the BART right-of-way, aligned with the existing multi-use path at that location.

12.4 Street Parking. Study the suitability of making on-street parking near the Fremont BART station (i.e., on Walnut Avenue and Civic Center Drive) available to BART riders for a fee.

12.5 Wayfinding. Work with BART to ensure that clear wayfinding is available in the station area, directing users of all modes to the station, and from the station to major City Center destinations.

An example of a multi-modal transit node.

Goal 13: Reliable AC Transit Bus Operations Inside City Center

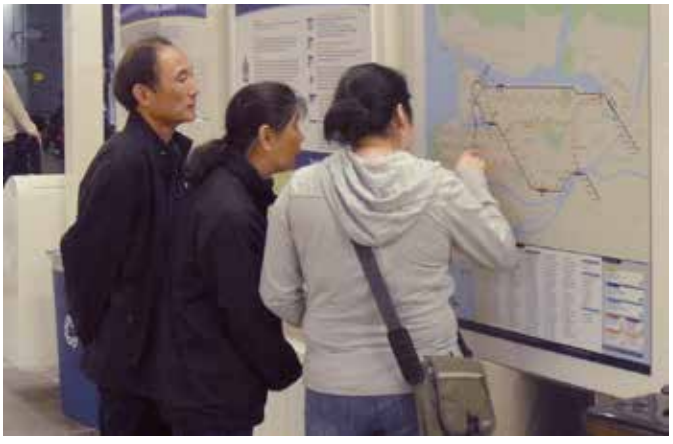
Policies:

13.1 Design Requirements. Ensure that roadways in the station area meet geometric design requirements for transit vehicles. Design transit streets with lanes at least 11 feet wide to ensure safe and efficient transit service. Corner turning radii should accommodate the current and planned transit vehicle. Lanes for emergency vehicles should be 13 feet wide.

13.2 Transit Priority. To the extent practical and based on funding availability, work with AC Transit to eliminate transit delay and improve transit reliability on major streets through physical and policy improvements.

- Where appropriate, provide signal priority for transit vehicles at traffic signals.
- On streets where transit operates in mixed-flow conditions, consider providing transit 'queue jumper' bypass lanes at congested intersections to reduce transit delays.
- If transit service is operating in mixed-flow traffic adjacent to a parking lane on a high volume street, provide sidewalk curb extensions, which eliminate the need for transit vehicles to pull out of and merge back into traffic.

13.3 Transit Pass Program. Consider requirement for employers and multifamily residential developments to provide universal transit passes such as AC Transit Easy Passes or BART Clipper Cards to their employees and residents.



Frequently posted wayfinding and transit maps can improve riders' experience.

Goal 14: High-quality Bus Stops

Provide high-quality bus stops in the City Center.

Policies:

14.1 Passenger Facilities. Provide high-quality passenger facilities at bus stops. All bus stops should have basic signage and benches. More important stops should have shelters, system maps, real-time displays, and bulb-outs where parking lanes are present. At the most important stops, consider customized shelters, enhanced signage, and informational kiosks.

14.2 Development-adjacent Stops. Require or incentivize developers to improve bus facilities adjacent to new development.

14.3 Stop Placement. Place bus stops to optimize transit operations, connectivity for passenger access and between routes, and provide for the safety of pedestrians and vehicles.

14.4 Stop Legibility. Ensure that bus stops are clearly and consistently identifiable with up-to-date information for riders about services at the bus stop. Stops shall be visible, near crosswalks and well lit.

Goal 15: Circulator Shuttle

In the mid to long-term, consider instituting circulator shuttle service.

Policies:

15.1 Shuttle Assessment. Once the plan area approaches 40% build-out, or when there is a significant intensification of development along one or more corridors , consider the possibility of supplementing existing feeder transit services with an additional City Center circulator shuttle. Shuttle routing should be determined based on future land use patterns.

Busy transit stops should have state-of-the-art signage and displays.

PARKING AND TRANSPORTATION DEMAND MANAGEMENT (TDM)

Parking plays a pivotal role in all aspects of the life and economy of an urban district: The price and availability of parking influences how people choose to travel, while the amount of space dedicated to parking shapes the form and character of development and the experience of walking and spending time in the public realm. Adopting a sensible and well-tailored approach to managing parking is among the most important steps that Fremont can take to foster a pedestrian-friendly, transit-oriented City Center. The approach to parking in the City Center will build on the Downtown Community Plan, with specific policies and actions to create an efficient, well-managed, and well-designed parking supply that supports (and does not detract from) the walkability, livability, and economic vitality of the district. The strategy is built on the following principles:

- Ensuring that some parking is always available. A well-managed parking system will almost always have one parking space available on each block face, so that no one is forced to "circle" to find parking near their destination. Consider installing state-of-the art parking meters where appropriate. The supply of on-street parking in the district will expand over time, with parking lanes added on several minor streets (and potentially some major streets) in the district.
- Maximizing the contributions of parking to good urban design. Design standards will ensure that parking facilities can contribute to, rather than detract from, the quality of the public realm.
- Tailoring off-street parking standards to the context. Development standards will be adjusted to create parking ratios that are appropriate for an economically thriving, walkable mixed use area near rapid transit. Downtown Community Plan standards will be applied in some parts of the City Center.
- Creating a Park-Once Environment. Whenever possible, parking should be managed as a shared resource, rather than reserved for customers of a particular business. Over time, as it becomes more walkable, Fremont City Center will evolve into an area where the visitor can easily park once and walk between several of destinations. Several policies will be put in place to facilitate the creation of a shared, publicly available parking supply for the area.
- Sharing information about parking availability. Economic success depends not just on the availability of parking, but on the public's perception of availability. Wayfinding should be used to ensure that drivers know where to look for available parking.
- Managing Demand. To manage demand for scarce parking and roadway space, the City should consider putting in place incentive programs to reduce the demand for vehicle trips, particularly during peak periods.
- Charging Stations. Provide vehicle charging stations within the District where appropriate.

Creative programs such as car-sharing can reduce trips and parking demand.

Providing public information about the availability of parking can enable more efficient use of existing space.

PARKING AND TDM - GOALS AND POLICIES

Goal 16: Well-Managed On-Street Parking

Policies:

16.1 On-street Parking Supply. Provide more on-street parking to increase the supply of convenient parking spaces and to buffer pedestrians from traffic, focusing on the following priorities:

- Increase on-street parking at select locations such as Walnut Avenue, Liberty Street, and Civic Center Drive.
- In the long term, consider road diets at select locations such as Paseo Padre Parkway and Fremont Boulevard that include the addition of on-street parking.
- Add on-street parking on new streets where sufficient right-of-way is available.

16.2 On-street Parking Management. Consider using prices to ensure availability, with the following targets:

- Set a target occupancy rate of 85% for on-street parking in the City Center district.
- Install smart parking meters as appropriate, and adjust meter rates as necessary to achieve the target occupancies.

16.3 Parking Meter Revenue.As appropriate, dedicate parking meter revenue to multi-modal transportation and public realm improvements in the City Center.

Goal 17: Off-Street Parking Standards to Promote a Walkable City Center

Policies:

17.1 Accessory Parking Development Standards. Implement off-street parking standards for new development to promote a walkable, mixed-use area, with a focus on the following:

- In the Urban Office sub-areas, apply the minimum and maximum parking standards similar to those used in the Downtown Community Plan.
- In the Transit Neighborhood sub-area, which is within ½ mile of Fremont BART station, apply similar parking standards as the TOD Overlay District Parking Standards in recognition of the proximity to rapid transit.

17.2 Unbundled Parking. For both rental and for-sale housing in multifamily buildings, encourage property owners to unbundle the cost of parking from the cost of housing, consistent with applicable city parking standards.

Goal 18: Shared Parking to Support a "Park Once" District

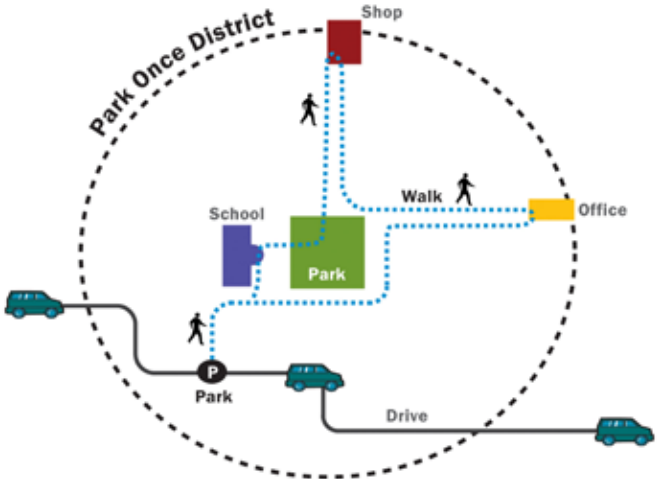
Policies:

18.1 Sharing Existing Facilities. Work to make existing shared parking facilities available for public use. Monitor parking occupancies, and seek out opportunities to secure existing parking for use as shared public parking when not needed for its primary commercial use.

18.2 New Shared Parking. Encourage new surface parking lots of more than 10 spaces to be made available for public use.

18.3 Parking Monitoring. In the long term, monitor parking occupancies and consider constructing structured parking and managing for use as shared public parking.

18.4 Shared Parking Agreements. Continue to encourage individual shared parking agreements, such as a shared parking structure and other shared parking arrangements between BART and Washington Hospital Center.



In a "Park Once" District, multiple destinations are accessible on foot after parking, encouraging pedestrian activity and vibrant streets.

18.5 Parking Wayfinding. Maximize use of the existing parking supply by improving wayfinding and parking information. A comprehensive City Center wayfinding program should include dynamic signage directing visitors to available parking facilitie

Goal 19: Parking Design that Contributes to a Great Public Realm

Ensure that parking contributes to a great public realm.

Policies:

19.1 Parking Location. Require that new parking be located behind, to the side of, or within building structures in the City Center.

19.2 Wrap Parking Structures. Require multi-story parking to be wrapped in active retail or commercial uses. This will screen parking from the street and help to increase street-level activity.

19.3 Screen Surface Parking. Require surface parking lots along the street to be screened with landscaping or architectural elements.

19.4 Tandem and Stacked Parking. Permit tandem parking through a design review permit and stacked parking by right to reduce the amount of space dedicated to providing parking.

19.5 Parking Access Points. Reduce the impact of parking facility access points on street operations:

- Orient parking garage access points toward side streets or alleys
- Establish maximum curb cut widths for driveways and parking facilities

19.6 Pedestrian Accommodation. Design surface parking lots to include accommodation for pedestrians. Surface parking lots should have adequate lighting and direct internal walkways with pedestrian priority paving treatments.

Goal 20: Transportation Demand Management Targeted Toward Peak Periods

Policies:

20.1 Employer-based Transportation Demand Management Programs. Encourage employers to take steps to reduce employee vehicle commute trips, with the following priorities:

- Establish a Transportation Management Association (TMA) when the City Center area reaches 40% of build-out, and require businesses located in all development constructed after plan adoption to join the TMA.
- The TMA will work with member businesses to implement trip reduction strategies, including the purchase of AC Transit EZ passes for employees; commute information and ride-matching programs; and others as appropriate.

20.2 Car Sharing. As the density and walkability of the City Center increases, partner with one or more car sharing organizations to provide this service in the district. Consider providing incentives for car sharing roll-out in the area, such as dedicated on-street parking space; off-street parking areas for car-sharing "pods"; or minimum revenue guarantees for a start-up phase of implementation.

Car sharing is an effective method of reducing the total number of vehicles within a neighborhood.

INFRASTRUCTURE

Utility services to the existing properties in the City Center Community Plan area are provided by utility lines within the existing public street grid. A variety of utilities service providers serve the City Center area, including:

- Domestic Water – Provided by Alameda County Water district
- Sanitary Sewer – Provided by Union Sanitary District
- Local Storm Drain Conveyance – Provided by the City of Fremont
- Regional Storm Drain Conveyance – Provided by the Alameda County Flood Control & Water Conservation District
- Gas and Electric – Provided by Pacific Gas and Electric
- Telecommunication – Provided by Comcast and AT&T
- Conduit - Ensure that conduit is installed to support electrical charging stations

Since the existing blocks are large and some streets discontinuous, many utility lines traverse across private properties with mapped easements.

As the area is developed, new utilities will need to be provided and existing infrastructure upgraded to support increased development. The overall goal is to provide upgrade infrastructure in a way that supports development while also meeting the sustainability objectives of the City. Policies for infrastructure are provided below, while specific infrastructure needs, thresholds, and financing are discussed in the Implementation Chapter.

INFRASTRUCTURE - GOALS AND POLICIES

Goal 21: Infrastructure that Serves the Needs of Future City Center Development

Policies:

21.1 New Water Infrastructure. Install and reconfigure new water infrastructure as needed to accommodate new development in the City Center area. This includes the installation of water infrastructure on new streets in the plan area. As needed, reconfigure or add, water service loops through private parcels.

21.2 Fire Hydrants. Install new fire hydrants as needed on new streets and space fire hydrants at approximately 300-foot intervals or at an interval required by the City.

21.3 New Sewer Infrastructure. Install and reconfigure new sanitary sewer infrastructure as needed to accommodate new development in the City Center area. This includes the installation of sanitary sewer infrastructure on new streets in the plan area.

21.4 New Stormwater Infrastructure. Install new storm drains in new streets to provide drainage to the new rights of way and the adjacent properties.

21.5 Street Modifications. Ensure that the existing storm drain system is not disturbed by street modification, including the addition of bulb-outs at intersections and mid-block pedestrian crosswalks.

21.6 Sustainable Street Design. To the greatest extent possible, stormwater infiltration and other green infrastructure shall be incorporated into the design of streets and public spaces, using techniques such

The City and developers need to be cognizant of existing storm drains when adding bulb-outs or moving curb lines.

as retention, swales, and evapotranspiration through trees/landscaping.

21.7 Project-by-Project Approach. Require individual projects to treat their own stormwater on-site rather than creating a district-wide stormwater management system. Projects should use Best Management Practices including, but not limited to:

- Reuse of water
- Bio-infiltration/Bio-retention areas
- Rain gardens
- Green roofs
- Landscaped areas, tree planting, or other methods

21.8 Tule Pond Buffer. Create a 150-foot buffer around Tule Pond with specific stormwater and design strategies in order to protect water quality in Tule Pond.

21.9 Undergrounding of Electrical Lines. Require the undergrounding of any currently existing electrical services within the Plan Area if relocation of electrical services is needed as part of the development project.

21.10 Gas and Electric Systems. Encourage PG&E to review existing system and provide system upgrades as needed for the City Center Community Plan area.

21.11 Telecommunications Infrastructure. Encourage individual providers of telecommunications to review existing system and provide system upgrades as needed for the City Center Community Plan area.

Bio-swales are a recommended stormwater treatment strategy.

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5. IMPLEMENTATION

This chapter describes strategies for implementing the City Center vision, including a description of applicable funding and financing mechanisms, application of those resources to proposed improvements in the plan, and a strategic, phased approach to implementing the plan over time.

Implementation of the City Center Community Plan requires a long-term strategy recognizing limited public resources and the likely slow and incremental pace of private infill development. Private development projects will offer opportunities to advance the plan one site at a time as properties develop or redevelop. Public investments should start with high-impact, low-cost activities. The City Center must also support, integrate with, and build off the City's significant investment of resources in the Downtown area. The Downtown will contribute market momentum while creating opportunities to implement more effective district-based public financing tools covering a larger area including portions of City Center.

Successful implementation requires proactive, ongoing involvement by the City of Fremont and the private development community since large-scale redevelopment of built out sites will occur gradually over time. City staff should support local capacity for action, respond to development proposals, continue to prioritize and implement public improvements over time, and establish new programs, plans, and funding sources.

The Plan's overall approach to private sector development is to be flexible and opportunistic, with the goal of ensuring that each new development proposal will contribute to building the high-quality, pedestrian-friendly place envisioned in the plan. Private development should contribute its fair share towards its public infrastructure costs, but requirements for developer contributions should be balanced against the need for incentives to encourage transformative development projects.

FUNDING SOURCES AND STRATEGY

Implementation funding will come from a variety of sources and must be matched to appropriate uses. This section describes the range of funding options available, describes their potential for use in the City Center context, and the applicability of each funding option to the programs, plans, and projects included in the City Center Community Plan.

POTENTIAL FUNDING AND FINANCING SOURCES FOR CITY CENTER

In general, five major categories of funding mechanisms exist for physical improvements and programming:

- District-based assessments
- Developer contributions
- User fees
- Public/Private Partnerships
- Fremont Capital Improvement Program
- Other grants and government sources

The uses, benefits, and drawbacks of each mechanism must be understood to clarify their application to City Center. The following descriptions briefly define each mechanism.

DISTRICT-BASED ASSESSMENT TOOLS

In California, common land-based financing tools include the formation of assessment districts and community facilities districts (CFDs). Infrastructure financing districts (IFDs) are also increasingly under discussion as a potential alternative to no longer extant tax increment financing. All of these land-based financing tools are typically associated with new real estate development to generate benefit-based taxes or property tax revenues to finance improvements through bond repayment or paying for improvements over time. District-based tools provide a stable revenue stream while ensuring that properties benefitting from improvements also contribute to those public investments.

Assessment Districts: In an assessment district, property owners within the district agree to pay an additional fee or tax in order to fund improvements within a specific geographic area. The amount that each property owner pays must be proportional to the benefit the property will receive from the proposed improvement. Assessment districts are

established by a majority vote of the property owners. A variety of assessment districts exist and each features unique rules for formation and use; examples include business improvement, sewer, utility, parking, and landscaping and lighting districts. Assessment districts are most useful for funding ongoing operations and maintenance costs.

Community Facilities Districts (CFDs): Like assessment districts, Mello-Roos Community Facilities Districts are formed when the property owners in a geographical area agree to impose a tax or fee on the land in order to fund infrastructure improvements. Unlike assessment districts, however, CFDs are most commonly formed in cases where the geographic area encompasses a small number of property owners who intend to subdivide the land for sale. To be enacted, CFDs require a two-thirds vote of property owners, which can be a difficult hurdle in an infill setting unless a single or few large property owners exist. The Mello-Roos Community Facilities District Act allows fees to be proportionally subdivided and passed on to the future landowners. The fees can then be used either for pay-as-you-go funding or to pay off bonds issued against the anticipated revenue from the CFD.

Infrastructure Financing Districts (IFDs): Infrastructure financing districts (IFDs) divert new property tax revenues (the increment) to finance public facilities and infrastructure. IFDs cannot divert property tax increment revenues from schools. Under existing California law, a city or county may create IFDs by ordinance if a two-thirds majority of the voters in the proposed district approve the IFD although this percentage can be less under some circumstances. Unfortunately, IFDs are difficult to enact under existing California law since they must be approved by other affected taxing entities such as counties and special tax districts. Legislative changes could potentially widen use of IFDs in the future.

The following table summarizes the advantages and disadvantages of these land-based financing tools. An important consideration in the case of both CFDs and assessment districts is that there is a limit to the amount that property owners are typically willing to contribute in annual property tax assessments. A commonly used rule of thumb for calculating the feasibility of implementing new assessments is that total property taxes, assessments, and obligations should not exceed two percent of a given property's assessed value.

TABLE 5.1 ADVANTAGES AND DISADVANTAGES OF DISTRICT-BASED FUNDING MECHANISMS

	Advantages	Disadvantages
Assessment District	• Less financial risk to City or public agency; risk transferred to individual property owners. • Requires basic majority vote of property owners. • Could lead to increased tax revenue based on private reinvestment.	• Individual property owners may be unwilling to absorb financing risk, especially for debt financing. • Assessment can be politically infeasible if existing property tax assessments total two percent of assessed value. • Additional City staff time to administer districts could offset some gains.
Community Facilities District	• Less financial risk to City or public agency; individual property owners take on more risk. • Because fees are passed on to end-users, developers are generally more receptive to their use.	• Typically only used in areas with a small number property owners who plan to subdivide their land for sale. • Property owners may fear that imposing fees will dissuade buyers or reduce achievable sales prices. • Assessment can be politically infeasible if existing property tax assessments total two percent of assessed value.
Infrastructure Financing District	• Improvement does not cost individual property owners additional fees or taxes. • Does not divert tax revenues from schools.	• Generally requires a vote of two-thirds of property owners. • Requires approval by other taxing entities.

DEVELOPER CONTRIBUTIONS

This section describes contributions and investment from the private sector that can be used to pay for new infrastructure, services, and benefits to be used by new development. In general, it is the obligation of developers to make all improvements required under municipal code and to mitigate their project impacts.

- Development Standards: Development standards regulate aspects of a project such as land use, height, density, bulk, parking requirements, on-site circulation, on-site open space, stormwater quality, and other features. The standards provided in this plan and the zoning ordinance must be satisfied in order for a project to be granted approval; meeting the standards will ensure that new development contributes to implementing the plan's vision and goals. Furthermore, all developments are subject to fulfilling their obligations under the City of Fremont's Street Right of Way and Improvement Ordinances, and – if applicable – Subdivision Ordinance.
- Environmental Impact Mitigation: The environmental review process requires the analysis of a project's environmental impacts and the identification of measures to reduce or eliminate impacts on the environment and infrastructure. As a requirement of approval, some developers – especially of large projects – may be required to undertake a number of mitigation measures, such as off-site traffic mitigation as defined by the California Environmental Quality Act (CEQA).
- Impact and In-Lieu Fees: Development impact fees are a one-time charge to new development imposed on new development. These fees are charged to mitigate impacts resulting from the development activity, and cannot be used to pay for existing deficiencies. "In-lieu" fees are similar to impact fees, but are charges paid in-lieu of developers providing required on-site community benefits. The City of Fremont collects a variety of impact and in-lieu fees for park and park facilities, traffic, fire facilities, capital facilities and affordable housing. These fees ensure that new developments mitigate their impacts on infrastructure and service capacity. The City also collects in-lieu fees for public art within the Downtown Community Plan Area when developers choose not to place public art on-site, with proceeds supporting the dedicated Downtown District Art Fund. In order to promote development, some impact fees have been temporarily reduced in the Downtown and City Center over certain periods of time. Most impact fee revenue is not earmarked for specific projects as it is collected, but is instead applied to projects via the City's Five-Year Capital Improvement Plan (CIP).
- Development Agreements: Structured negotiations between cities and developers can be conducted to obtain desired improvements in exchange for development rights. The extent to which a new project can contribute to the provision of infrastructure depends on a number of factors, including the anticipated prices for new housing units, construction costs, lot size and configuration, and parking ratios. All of these factors will vary depending on the final format and timing of development; therefore, the amount of public benefits that can be provided is unpredictable and must be negotiated. Fremont typically only enters into development agreements for large, long-term projects, but these agreements can be useful for mitigating larger project impacts than those accounted for in existing impact and in-lieu fees.
- User Fees/Rates: User fees and rates include the fees charged for the use of public infrastructure or goods (toll road or bridge, water or wastewater system). Such fees and rates are typically set to cover a system's operating and capital expenses each year, which can include debt service for improvements to the system. It may be possible to use some portion of user fee or rate revenue toward financing the costs of new infrastructure, but user fees are unlikely to be a major source of funding for implementation of the City Center Community Plan.
- Public/Private Partnerships: A public/private partnership is a formal arrangement between the City and a developer or development team, and is designed to deliver specific public and private objectives via a negotiated framework. Public/private partnerships create opportunities for cities to achieve desired land use, design and development outcomes by offering attractive financing, land availability and unique development arrangements. The City of Fremont has negotiated successful public/private partnerships in the past. This experience has laid the groundwork for achieving the City's goals of creating a walkable, mixed-use Downtown and civic center. In the future, other public/private partnership opportunities may arise within the City Center.
- Capital Improvement Program: The City of Fremont has a Capital Improvement Program (CIP) which is developed every two years and includes five years of citywide capital improvements. The City has targeted $2.5 million over five years to the Downtown Community Plan area. Since the City is focusing funding on the Downtown area, CIP funding will be constrained for improvements in the City Center area in the foreseeable future. Therefore, it would be ideal for top-priority capital improvements to be identified and those improvements considered for inclusion as part of regular CIP-funded projects within the City Center boundaries in future CIP funding cycles.

- Grants and Other Government Sources: Various federal, state, and regional grant programs distribute grant funds for public improvement projects. Because grant programs are typically competitive, grant funds are an unpredictable funding source, and the City of Fremont must remain vigilant in applying for grants to implement the City Center Community Plan. City Center is located within a "Priority Development Area" designated by the Metropolitan Transportation Commission; this designation enables Fremont to apply for additional grants, technical assistance, and capital funding. The City is already leveraging these opportunities via a One Bay Area grant application for connectivity improvements through City Center to Downtown. In the future, the City should leverage and prioritize projects based on the project's likelihood to receive grant funding.

APPLICATION OF FUNDING MECHANISMS TO IMPROVEMENTS IN THE CITY CENTER COMMUNITY PLAN

Establishment of local funding mechanisms and financing tools should be a top priority for the City Center area. Local funding and financing tools provide an opportunity for local property owners and businesses to take ownership of implementing the Community Plan while reaping its benefits and potentially increasing the funding base by integrating the districts with Downtown.

In particular, **a business improvement district (BID)** or **property-based improvement district (PBID)** will enable local businesses or property owners to manage branding, marketing, signage, and functional and aesthetic improvements throughout City Center. A BID or PBID essentially creates a neighborhood-level economic development organization accountable to its members and with its own funding stream to improve business performance by addressing local needs. A BID or PBID is key to implementing an identity for City Center that allows the area to compete for additional business and development by becoming "more than the sum of its parts." Other assessment districts or community facilities districts can provide a steady source of funding for costly infrastructure improvements needed to transform the area. These additional assessment districts may be necessary since a BID or PBID cannot finance major infrastructure projects. However, community facilities districts and other assessment districts can be difficult to form in a development infill setting like City Center since two-thirds of property owners must approve. Passage may partly depend on interest by a handful of large property owners.

Establishing such tools will require a long-term effort of creating interest and capacity for action through City staff efforts to build connections and relationships with and between local property and business owners. The interest in establishing these mechanisms must ultimately originate from the property and business owners themselves.

The following table indicates which general tools can be applied to broad improvement categories in the City Center Community Plan. These categories are shown in the first column and the remaining columns indicate the individual funding mechanisms that could be used to fund each improvement. The goal of the table is to show the range of possibilities, rather than to identify the exact tool or set of tools that will be used for each improvement. Implementing the Community Plan will occur incrementally over time and therefore conditions will also change. As projects are built, market cycles ebb and flow, and various sources of outside funding become available or vanish, the City will need to continuously monitor and act on available funding.

Table 5.2 | Potential Funding Mechanisms to Finance Improvements

Improvement Categories	District-Based			Developer Contributions			City Resources		Outside Sources
	Assessment District	CFD	IFD	Development Standards	CEQA Mitigations of Project Impacts	Impact / In-Lieu Fees	User Fees	Capital Improvement Program	Other Regional, State, and Federal Grants
Street Network									
Streetscape enhancements: widened sidewalks, landscaping, lighting, street furniture	X	X	X	X		X		X	X
Intersection improvements	X	X	X		X	X		X	X
On-street parking		X	X			X	X	X	X
Bicycle lanes		X	X			X		X	X
New pedestrian crossings		X	X	X	X	X		X	X
On-site landscaping, aesthetic, and pedestrian improvements				X		X			
Additions of new streets through existing super-blocks	X	X	X	X	X	X		X	X
New intersections at new streets	X	X	X	X	X	X		X	X
Open Space									
Creation of new plazas	X	X	X	X		X		X	X
Creation of new parks	X	X	X	X		X		X	X
Arts, Branding, and Signage									
Public art	X			X		X			X
Gateways	X			X		X		X	X
Wayfinding and Branding	X			X		X			
Land Use									
Desired ground floor uses				X					
Parking and Circulation									
TDM/TMA costs				X	X	X	X		X
Shared parking strategy				X	X	X	X		X
Bike stations, bikeshare	X			X	X	X	X		X
Utilities									
On-site utilities improvements		X		X	X	X	X		

INFRASTRUCTURE NEEDS AND COST ESTIMATES

An engineering assessment was undertaken to evaluate the capacity of existing water and sewer infrastructure to meet the needs of development envisioned in the Community Plan. The findings indicate that sewer and water infrastructure costs will not be a significant obstacle for most new development in City Center. The analysis found:

- Existing local infrastructure has sufficient capacity to serve planned development.
- Envisioned development and densities within City Center fall within existing General Plan limits and therefore external capacity concerns do not require mitigation measures within the Community Plan.
- Additions of new streets through existing blocks will require new water lines for hydrants and services to new developments.

A range of costs were estimated for other infrastructure related to new streets, plazas, and parks included in the Community Plan, summarized in the table on the following page. These costs are a rough comparative estimate for purposes of understanding the differing magnitude of potential costs for improvements. An individual project cost will vary depending on unique conditions.

The costs are provided as a unit of construction cost, not total cost for individual or all City Center projects. This format acknowledges the uncertain phasing and components of individual improvements, but allows the reader to combine components to understand how different project components affect overall cost. For example, Civic Center Drive between Walnut Avenue and Mowry Avenue is approximately 1,800 feet. Based on costs per linear foot, widening sidewalks may cost approximately $288,000, adding landscaping may cost approximately $180,000, and adding pedestrian-scale lighting may cost $360,000. Lighting is clearly the most expensive component of such a project. Notably, these costs do not include contingency, design, permitting, or project management costs, do not assume right-of-way acquisition, and do not account for cost efficiencies in simultaneously undertaking multiple improvements.

Many of the envisioned improvements will be costly to implement and therefore require selective targeting to high-priority locations and leveraging of unique development-related opportunities as they present themselves. In particular, new streets will likely only be added as large parcels redevelop into high-density projects. Even a large, master-planned development on a single-owner site is unlikely to cover the full cost of a new 600 foot street at a cost of $1.1 million or more for construction and materials costs alone.

Table 5.3 Approximate Construction Cost* of City Center Improvement Categories

Improvement	Cost	Details/Assumptions
Widening Existing Sidewalks	$160/Linear Foot	10' wide sidewalk (both sides of street), $8/Square Foot, includes demolition of existing sidewalk
Adding landscaping per street standards	$100/LF	5' wide planter (both sides of street), $10/SF, dependent on design (tree size, spacing, furniture, etc)
Adding pedestrian-scale lighting	$200/LF	Dependent on lighting design, assumes $5,000 pole placed every 50' at both sides of street
Restriping streets to narrow lanes and/or add parking and/or add bike lanes	$10/LF	
Moving curbs to narrow roadway	$160/LF	Includes new curbs on each side of street, installation and connection of new drains at revised curb line
Intersection improvements: remove free right turns, narrow lanes, add countdown pedestrian signals, add median refuges	$500,000	Includes new curb, gutter and sidewalk/median improvements; restriping and signal modifications.
New streets through existing large blocks	$1,945/LF	20' Sidewalk @ $7/SF, 10' Landscape @ $8/SF, 2 Curbs @ $25/LF, 50' asphalt (12' lanes, 5' bike lane, 8' parking) @ $5/SF, Stormwater Treatment @ $600/LF, Lighting @ $200/LF, 8" Water @ $125/LF, 8" Sewer @$125/LF, 24" Storm Drain @ 175/LF, Joint Trench @ $200/LF
New intersections	$800,000	Assumed to be built and included in cost of new street connections

Source: BKF Engineers, 2013.

** Prices shown are approximate and do not include contingency, design, permitting or project management; these may contribute an additional 40% to project costs.*

PLAN IMPLEMENTATION STRATEGY AND PHASING

The implementation strategy has been broken into three phases which recognize the gradual process of transforming the City Center's existing viable land uses over time and the limitations of early-phase funding resources. An "Ongoing" category notes continuous actions required throughout implementation. The phases are presented as distinct time periods for discussion purposes, but in reality these phases may be of shorter or longer durations, activities could overlap, and/or their timing may be different, depending on local stakeholder decisions, development timing, and funding availability.

The implementation strategy assumes that no assessment district or local funding option will be available in the early years of the plan. During that phase the City will need to be proactive in pursuing small, strategic projects that tie together City Center and improve connections to Downtown. The City must also take the lead on creating capacity and interest in a CFD, BID, PBID and/or other funding sources. Private development will increasingly lead implementation in the second and third phases as development projects are proposed and built and associated funding options increase.

A narrative description of implementation activities follows. The subsequent table shows detailed implementation actions by phase.

Ongoing Implementation Activities:

Ongoing City staff involvement will be necessary to proactively pursue available funding, build support and capacity for new funding mechanisms, create and implement recommended programs and plans, and monitor private development to ensure it contributes to the plan's vision. These ongoing activities include:

- Inclusion of capital investment needs in the Capital Improvement Program, as possible.
- Proactive pursuit of grant funding.
- Development of potential district-based funding sources, including possible integration with Downtown.
- As development projects occur and/or funding is available, implement opportunistic upgrades of the streets (including on-street parking), the pedestrian realm (including sidewalk widths, landscaping, and crosswalks), connections between and to places (including through private properties), and streetscape to meet street standards.
- Opportunistic upgrades of surface parking lot aesthetics.
- Construction of small public spaces.
- Creation of a pedestrian-scale lighting plan for implementation throughout City Center.
- Formation of a transportation management association and related parking and transportation plans.
- Introduction of new streets during redevelopment of large parcels.

Phase 1 Implementation Activities, 2013-2018:

The primary Phase 1 goals are to enhance key connections between Downtown and City Center (and particularly the BART station), begin to develop a unique identity for the City Center area, and start to put in place the long-term funding and financing mechanisms and organizational structures for long-term plan implementation. Key physical improvements are targeted to pedestrian connections between the BART station and surrounding pathways. Identity-building activities focus on development and implementation of a signage and wayfinding plan and possible integration of City Center within the Downtown District Art Fund development fee area. Meanwhile, early efforts should be made by City staff to establish an ongoing stakeholder working group to discuss the City Center's identity and serve as a forum for understanding potential improvements and willingness to fund improvements. Planning and programming efforts cited in the "Ongoing" category should be initiated to lay the groundwork for deployment.

Phase 2 Implementation Activities, 2018-2025:

Primary Phase 2 goals are gradual implementation of additional visual elements marking the City Center's identity, implementation of specific financing mechanisms for improvements, and initial implementation of pedestrian and bicycle enhancements not yet in place. This phase goes beyond creating connections and identity by initiating the process of comprehensive "place-making" targeted to creating an appealing pedestrian environment. It is anticipated that some private development projects could be completed or underway within this phase, with associated public realm improvements in place. Additionally, the Downtown "gateways" included in the Downtown should be in place or underway; as funding is available, the City should begin implementing gateway projects to complement Downtown's identity-building process.

Phase 3 Implementation Activities, 2025-2035:

Phase 3 goals are to continue implementing streetscape, circulation, visual, and pedestrian improvements. By or during this time financing mechanisms should be in place and able to contribute toward the cost of improvements. If sufficient development has occurred and sufficient interest exists, the City should consider moving forward on instituting a parking management plan and a transportation management association.

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TABLE 5.4 | IMPLEMENTATION ACTIVITIES BY PHASE

TABLE 5.4 | IMPLEMENTATION ACTIVITIES BY PHASE			
Phase 1			
SUB-AREA	IMPLEMENTATION STEP	TYPE	PARTIES INVOLVED
City Center-Wide	Form an ongoing property/business owner stakeholder working group open to all City Center businesses and property owners	Program	City staff, businesses, property owners
City Center-Wide	Establish public art program and consider expansion of the Downtown District art fee to include City Center	Program	City staff
City Center-Wide	Determine design of gateway elements	Program	Businesses, public, City
City Center-Wide	Establish small public spaces program to integrate small public spaces, and allow for business-sponsored park and plaza areas	Program	City staff, businesses
Urban Office	Work with private property owners to improve landscaping along BART Way	Program	Property owners, City staff
City Center-Wide	Prepare pedestrian-scale lighting plan	Plan	City staff
City Center-Wide	Prepare signage and wayfinding plan	Plan	City staff, businesses
Transit Residential	Create a BART Station Access Plan prioritizing access for pedestrian, cyclists, and transit users of all abilities	Plan	BART, City staff
City Center-Wide	Implement signage and wayfinding plan	Improvement	City staff
Transit Residential	Install signalized crosswalk across Walnut Avenue west of the BART tracks, linking to bike/pedestrian trail parallel to BART tracks	Improvement	City staff
Transit Residential	Walnut Ave improvements adjacent to BART, including on-street parking	Improvement	City staff
Urban Office	Restripe BART Way, narrowing travel lanes and introduce bicycle lanes	Improvement	City staff, BART
Urban Office	Convert Civic Center Dr to a 2-lane street between Mowry Ave and Stevenson Blvd per street standards, including pedestrian improvements and crossing improvements at Civic Center Dr and Walnut Ave, and special intersection design treatment with public art and/or gateway treatment at BART Way and Civic Center Dr	Improvement	City staff
Urban Office	Upgrade pedestrian crosswalks to improve pedestrian safety at Civic Center Dr between Walnut Ave and Stevenson Blvd, adjacent to Kaiser entrance.	Improvement	City staff
Urban Neighborhood	Refurbish and improve crosswalks and add bulb-outs on Fremont Blvd at Capitol Ave extension in Downtown, when completed	Improvement	City staff

TABLE 5.4 | IMPLEMENTATION ACTIVITIES BY PHASE			
City Center-Wide	Identify and pursue grant funding for public infrastructure improvement projects	Program	City Staff
Phase 2			
SUB-AREA	IMPLEMENTATION STEP	TYPE	PARTIES INVOLVED
City Center-Wide	Potential BID or PBID formation	Program	Businesses, property owners, City staff
City Center-Wide	Potential community facilities district (CFD) formation	Program	Property owners, City staff
City Center-Wide	Bicycle parking plan	Plan	City staff
City Center-Wide	Install priority gateway elements at the BART Plaza leading up to BART Way, Paseo Padre Pkwy at northern plan boundary, Mowry Ave at eastern plan boundary, Fremont Blvd at northern community plan boundary, Fremont Blvd at southern community plan boundary	Improvement	City staff
City Center-Wide	Complete new streets, intersections, and pedestrian crossings as large parcels redevelop	Improvement	Developers, property owners, City staff
City Center-Wide	Create new public or privately-funded parks and plazas throughout area, with a target of at least two in Urban Office and two in Urban Neighborhood.	Improvement	City staff, developers
Transit Residential	Build a new urban plaza at the west entrance of BART station	Improvement	City staff, BART, property owners
Urban Office/Urban Neighborhood	Walnut Ave improvements from BART to Fremont Blvd, including on-street parking	Improvement	City staff
Transit Residential	Pedestrian crossing improvements at the Mowry Ave north entrance to BART station	Improvement	City staff
Urban Office, Urban Neighborhood	Narrow travel lanes and add bike lanes according to Community Plan street standards along Paseo Padre Pkwy, Mowry Ave and Fremont Blvd	Improvement	City staff
Urban Office	Widen sidewalks/landscaped area per Community Plan at BART Way and Civic Center Dr	Improvement	City staff
Phase 3			
SUB-AREA	IMPLEMENTATION STEP	TYPE	PARTIES INVOLVED
City Center-Wide	Consider creation of a transportation management association to manage parking, potential circulator shuttle, and other circulation needs as identified at time of creation. Consider funding TMA as a measure for large developments to mitigate their traffic impacts.	Program	City staff, property owners, businesses

TABLE 5.4 | IMPLEMENTATION ACTIVITIES BY PHASE			
City Center-Wide	Complete new streets, intersections, and pedestrian crossings through and adjacent to large parcels as required when these parcels are redeveloped and new blocks are created.	Improvement	Property owners, developers, City staff
Transit Residential	Build a pathway, park, bridge, or other public space bordering Tule Pond and providing connections to neighborhoods to the east (may occur earlier in conjunction with development near BART station)	Improvement	City staff, Alameda County Flood Control District, BART
Transit Residential	Open up the Tule Pond area for passive enjoyment and create an open space amenity oriented toward residents of Transit Residential district	Improvement	Property owners, developers, City staff
City Center-Wide	Install secondary gateway elements at Civic Center Dr and Stevenson Blvd, Walnut Ave and eastern plan boundary, Liberty St and Stevenson Blvd	Improvement	City staff
Urban Office	Consider constructing Capitol Ave "extension" to Civic Center Dr to become a full multi-modal private street, in conjunction with Washington Hospital	Improvement	City staff, Washington Hospital
Urban Office and Urban Neighborhood	Introduce internal streets and/or formalize existing drive aisles at Gateway Plaza and The Hub	Improvement	City staff, property owners, developers
Urban Office	Consider converting Paseo Padre Pkwy to a 4-lane boulevard with parking lanes and bicycle and pedestrian improvements	Improvement	City staff
Urban Office	Consider signalized intersection across Paseo Padre Pkwy after the planned new east-west running "New Middle Road" is introduced in Downtown	Improvement	City staff
Urban Office	Make intersection pedestrian safety and traffic calming improvements at Paseo Padre Pkwy and Mowry Ave, Capitol Ave, Beacon Ave, Walnut Ave, and Stevenson Blvd; Mowry Ave and Fremont Blvd, State St, Hastings St, Civic Center Dr, and Parkside Dr; Stevenson Blvd and Walnut Ave, Liberty St individually, or in conjunction with other street improvement projects.	Improvement	City staff
Urban Neighborhood	Make intersection pedestrian safety and traffic calming improvements at Fremont Blvd and Mowry Ave, Beacon Ave, Walnut Ave, Sundale Ave; Mowry Ave and State St, Hastings St, Paseo Padre Pkwy, Parkside Dr; Stevenson Blvd and Liberty St individually, or in conjunction with other street improvement projects.	Improvement	City staff

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APPENDICES

Appendix 1: Implementation Items by Location

Appendix 2: Fire Access Regulations

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APPENDIX 1: IMPLEMENTATION ITEMS BY LOCATION

Detailed Reference List of City Center Community Plan Implementation Needs by Location and Improvement Category			
Implementation Action Type	Implementation Action	Location	Detailed Description
CITYWIDE			
Streetscape and Pedestrian Realm	Creation of small public spaces	Citywide	Create a district-wide program to integrate implementation of small public space, such as parklets, plazas, and seating areas. These should be integrated into larger public works projects; businesses should also have the opportunity to request and participate in implementation and maintenance of small public spaces.
	Pedestrian-scale lighting plan	Citywide	Develop a comprehensive plan for district-wide pedestrian-scale lighting, with consistent standards and fixtures. Prioritize high-priority corridors and implement opportunistically.
	Signage and Wayfinding Program	Citywide	Create a comprehensive signage and wayfinding program emphasizing public art and links to the Downtown, identifying short-term, medium-term, and long-term priorities. Implement the program over time.
	Opportunistic surface parking upgrades	Citywide	Work with private property owners to introduce trees and other aesthetic improvements in parking lots.
	Opportunistic upgrade of City Center streetscape	Citywide	As feasible, upgrade landscaping and add pedestrian-scale lighting on streets throughout the City Center, preferably in coordination with any street redesign, street restriping, or other nearby improvements.
	Opportunistic expansion of pedestrian realm	Citywide	As feasible, widen sidewalks and landscaped areas to dimensions provided in the City Center Precise Plan.
	Public Art Program	Citywide	Establish a public art program, possibly in conjunction with the Downtown District Art Fund. Use program to plan projects such as priority and secondary gateways, partnership with PG&E to incorporate urban art over transformers and utility cabinets, and introduction of other art.
New Streets and Pedestrian Crossings	Opportunistic new pedestrian connections	Citywide	Work with private property owners to introduce pedestrian links through their properties.
	Opportunistic new signalized intersections	Citywide	Evaluate need for new signalized intersections and safe pedestrian crossings as new streets are developed; seek to provide crossings at a maximum of 600-foot spacing.
	Opportunistic new multimodal streets	Citywide	On-street parking management via TMA Consider all of the following: ordinance setting an 85% parking occupancy target and authorizing staff to set prices; deploy smart parking meters; monitor on-street parking occupancies and adjust prices as needed to meet occupancy target.

Detailed Reference List of City Center Community Plan Implementation Needs by Location and Improvement Category			
Implementation Action Type	Implementation Action	Location	Detailed Description
Parking and Transportation Programs	Opportunistic increased on-street parking	Citywide	As conditions permit, stripe new on-street parking throughout the City Center, particularly near BART and Downtown.
	Transportation Management Association	Citywide	Consider creation of a transportation management association to manage parking, potential circulator shuttle, and other circulation needs as identified at time of creation. Consider funding TMA as a measure for large developments to mitigate their traffic impacts.
	On-street parking management via TMA	Citywide	Consider all of the following: ordinance setting an 85% parking occupancy target and authorizing staff to set prices; deploy smart parking meters; monitor on-street parking occupancies and adjust prices as needed to meet occupancy target.
	Shared parking in existing facilities via TMA	Citywide	Monitor parking occupancies, and seek out opportunities to secure existing underutilized parking for use as shared public parking.)
	Shared parking in new facilities (if necessary) via TMA	Citywide	In the long term, monitor parking occupancies and consider constructing structured parking and managing for use as shared public parking.)
	Downtown circulation shuttle via TMA	Citywide	As the density of the City Center area increases, consider implementation of a circulator shuttle connecting to the BART station.)
	Bicycle parking plan	Citywide	Develop a comprehensive plan for district-wide bicycle parking. Implement opportunistically.
TRANSIT RESIDENTIAL AREA ACTIONS			
Streetscape and Pedestrian Realm	BART Station Access Plan	BART Station	Work with BART to create a BART Station Access Plan prioritizing access for pedestrian, cyclists, and transit users of all abilities.
	BART Streetscape Improvements	BART Station	Build a new urban plaza at the west entrance of the Fremont BART Station, providing seating, streetscape, signage, and other amenities to promote a comfortable pedestrian public realm.
	Tule Pond Improvements	Tule Pond	Introduce a pathway, boardwalk, park, bridge, or other public space bordering Tule Pond and providing connections to neighborhoods to the east.
	New Park or Plaza	Transit Residential Area	Open up the Tule Pond area for passive enjoyment and create an open space amenity oriented toward residents of the Transit Residential Area.
Wayfinding and Gateways	Signage, Wayfinding, and Public Art	BART Station	Install initial signage, wayfinding, and/or public art, emphasizing links to Downtown and other important City Center destinations.
	BART Priority City Center Gateway	BART Station City Center Gateway	Introduce a priority City Center gateway element(s) at the BART Plaza leading up BART Way.

Detailed Reference List of City Center Community Plan Implementation Needs by Location and Improvement Category			
Implementation Action Type	Implementation Action	Location	Detailed Description
Pedestrian Crossing	Walnut Ave Pedestrian Crossing	Across Walnut Avenue at BART entrance	Evaluate feasibility for a signalized pedestrian crosswalk across Walnut Avenue just to the west of the BART tracks in order to create a safe connection between the BART station and the bike/ped trail that parallels the BART tracks. If possible, include bulb-outs in the crossing.
	Mowry Ave Pedestrian Crossing	Across Mowry Avenue at northern BART entrance	Improve existing Mowry Avenue pedestrian crossing at the northern-most BART station entrance. Measures include pedestrian lighting, enhanced signage, and/or a curb bulb-out at BART station side.
Street Restriping	Walnut On-Street Parking	Walnut Avenue adjacent to the BART Station	Add on-street parking on Walnut Ave adjacent to the BART Station.
URBAN OFFICE AREA ACTIONS			
Streetscape and Pedestrian Realm	Expand pedestrian realm on BART Way	BART Way	Widen sidewalks and landscaped areas to dimensions provided in the City Center Community Plan.
	Pedestrian realm expansion on Civic Center Drive	Civic Center Drive	Widen sidewalks/landscaped areas to dimensions provided in the City Center Community Plan
	Civic Center Drive streetscape upgrade	Civic Center Drive	Upgrade landscaping and add pedestrian-scale lighting on Civic Center Drive, in coordination with implementation of the Civic Center Drive road diet.
	BART Way Adjacent Landscape Improvements	BART Way	Work with property owners to improve landscaping on either side of BART Way.
	2 New Urban Office Parks or Plazas	Urban Office Area	Create at least two new publicly accessible parks or plazas in the Urban Office Area; these may need to be privately funded and maintained.

Detailed Reference List of City Center Community Plan Implementation Needs by Location and Improvement Category			
Implementation Action Type	Implementation Action	Location	Detailed Description
Street Restriping	Bike lane striping on BART way	BART Way	Restripe BART Way, narrowing travel lanes and introducing bicycle lanes.
	Lane Narrowing on Paseo Padre Parkway	Paseo Padre Parkway	Restripe Paseo Padre to narrow travel lanes and buffer bike lanes, consistent with street design provided in the City Center Precise Plan.
	Lane Narrowing on Mowry	Mowry Avenue	Restripe Mowry Avenue in order to narrow travel lanes and introduce buffered bike lanes, consistent with street design provided in the City Center Precise Plan.
	BART Way/Civic Center special intersection design treatment	Intersection of BART Way and Civic Center Drive	In coordination with the Civic Center Drive improvements, install a special intersection design treatment at the intersection of BART Way and Civic Center Drive, including public art, wayfinding, and/or a gateway.
	Civic Center Road Diet (Mowry to Walnut)	Civic Center Drive between Mowry Avenue and Walnut Avenue	Convert Civic Center Drive to a two-lane Avenue between Mowry Avenue and Walnut Avenue, per the street standards in the Precise Plan. Restripe Civic Center Drive to include one lane in each direction. Add parking lanes on both sides and pedestrian bulb-outs into parking lane at intersections.
	Civic Center Road Diet (Walnut to Stevenson)	Civic Center Drive between Walnut Avenue and Stevenson	Convert Civic Center Drive to a two-lane Avenue between Walnut Avenue and Stevenson Boulevard, per the street standards in the Precise Plan. Restripe Civic Center Drive to include one lane in each direction, and median. Add parking lanes on both sides and pedestrian bulb-outs into parking lane at intersections.
	Walnut Road Diet	Walnut Avenue	Redesign Walnut Ave according to the proposed Precise Plan design to include two lanes in each direction, bicycle lanes, and parking.
	Capitol Avenue "Extension"	Capitol Avenue between Paseo Padre Parkway and Civic Center Drive	Work with Washington Hospital to build out the extension of Capitol Avenue between Paseo Padre Parkway and Civic Center Drive as a full multi-modal private street.
	Introduce Gateway internal streets	Gateway Plaza	Work with any future private developers to introduce new internal streets and/or formalize existing drive aisles.
URBAN NEIGHBORHOOD AREA ACTIONS			
Streetscape and Pedestrian Realm	2 New Urban Neighborhood Parks or Plazas	Urban Neighborhood Area	Create at least two new publicly accessible parks or plazas in the Urban Neighborhood area; these may need to be privately funded and maintained.
Wayfinding and Gateways	Fremont/Mowry Priority City Center Gateway	On Fremont Boulevard just north of Mowry Avenue	Introduce a priority City Center gateway at Fremont Boulevard at the northern plan area boundary
	Fremont/Sundale Priority City Center Gateway	Intersection of Fremont Boulevard at Sundale Avenue	Introduce a priority City Center gateway at Fremont Boulevard at the southern plan area boundary.
	Liberty/Stevenson Secondary City Center Gateway	Intersection of Liberty Street and Stevenson Boulevard	Introduce Secondary City Center gateway at intersection of Liberty Street and Stevenson Boulevard.

Detailed Reference List of City Center Community Plan Implementation Needs by Location and Improvement Category			
Implementation Action Type	Implementation Action	Location	Detailed Description
Pedestrian Crossings	Capitol/Fremont pedestrian crossing	Intersection of new Capitol Avenue extension with Fremont Boulevard	Introduce refurbished crosswalks and bulb-outs across Fremont Boulevard when Capitol Avenue extension is completed.
	Fremont Boulevard opportunistic pedestrian crossing improvements	Intersections of Fremont Boulevard with: Mowry Avenue; Beacon Avenue; Walnut Avenue; Sundale Avenue	When feasible, add median pedestrian refuges, repair free-right turns; install pedestrian countdown signals.
	Mowry Avenue and Paseo Padre Parkway priority pedestrian crossing improvements	Intersection of Mowry Avenue and Paseo Padre Parkway	Ensure crosswalks on all four legs of intersection; add median pedestrian refuges on Mowry; repair free-right turns; install pedestrian countdown signals.
	Mowry Avenue opportunistic pedestrian crossing improvements	Intersections of Mowry Avenue with: State Street; Hastings Street; Parkside Drive	When feasible, ensure crosswalks on all four legs of intersection; add median pedestrian refuges on Mowry; repair free-right turns; install pedestrian countdown signals.
	Stevenson Boulevard opportunistic pedestrian crossing improvements	Intersection of Stevenson Boulevard and Liberty	Ensure crosswalks on all four legs of intersection; add median pedestrian refuges; repair free-right turns; install pedestrian countdown signals.
	Walnut new connection signalized crossings	Intersections of Walnut with new streets or walkways (when constructed).	Evaluate feasibility for new signalized crossings at new streets or walkways (when constructed) to bring intersection spacing up to recommended minimum of 600 feet.
Street Restriping	Fremont Boulevard restriping	Fremont Boulevard within the Plan Area	Restripe Fremont Boulevard in order to narrow travel lanes and introduce bike lanes, according to dimensions provided in the Precise Plan.
	Stevenson Boulevard restriping	Stevenson Boulevard within the Plan Area	Restripe Stevenson Boulevard in order to narrow travel lanes and introduce buffered bike lanes.
	Liberty Street improvements	Liberty Street between Walnut Avenue and Sundale Drive	In coordination with Liberty Street design and construction within the Downtown Community Plan Area, extend the redesign of Liberty Street by widening sidewalks and adding parking.
	Introduce Hub internal streets	Hub Superblock	Work with any future private developers to introduce new internal streets and/or formalize existing drive aisles.

APPENDIX 2: FIRE ACCESS REGULATIONS

CITY OF FREMONT FIRE REGULATIONS

The following regulations, as set by the City of Fremont's Fire & Life Safety Requirements for Fire Department Access and Water Supplies, outline specific guidelines that should be used for future developments. The following information is informational only. The current version of the fire code, as locally implemented, should be reviewed for current regulations.

During the initial design stage of a development project it's recommended to contact city staff to discuss and review the proposed project.

Fire Apparatus Access

- Access roads shall have a minimum unobstructed width of 26' in the immediate vicinity of any building greater than 30' in height.
- At least one required access route shall be located within a minimum of 15' and a maximum of 33' from the building, and shall be positioned parallel to one entire side of the building.
- Buildings over 57' in height are required to be built using high-rise construction type. This limitation would be imposed for buildings/parcels that do not meet the specific access requirements of the CFC, Appendix D.

Commercial Buildings

- Any new building exceeding 3 stories or 30' in height shall have at least two means of fire apparatus access.
- New buildings over 124,000 gsf shall provide at least two separate Fire Apparatus access points.
- New buildings up to 124,000 gsf shall provide at least one Fire Apparatus access point.

Multiple-Family Buildings

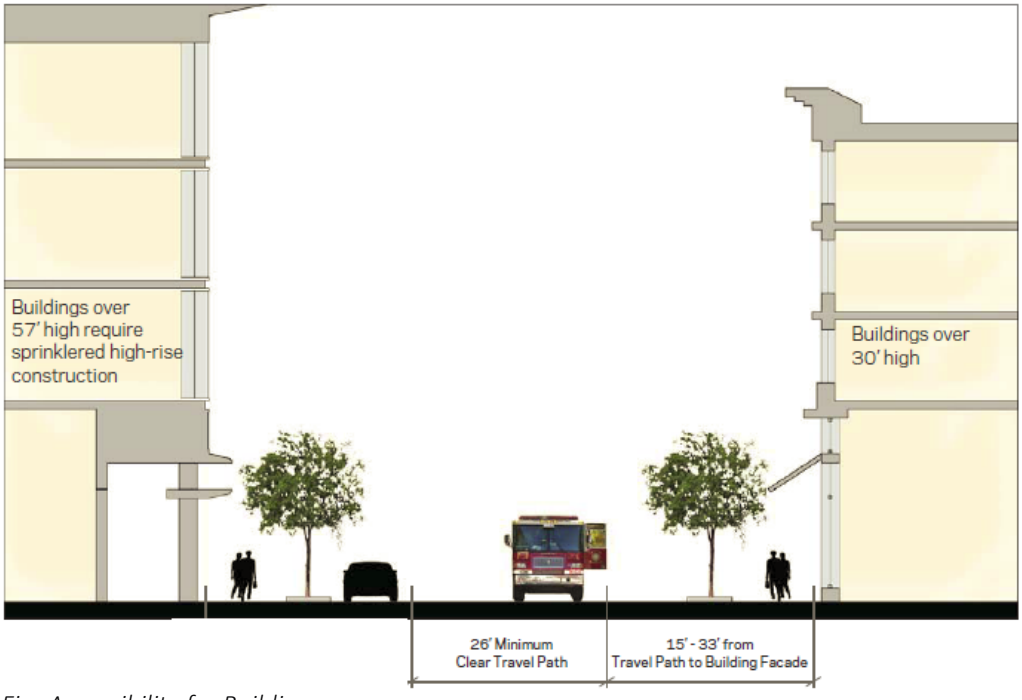
- Buildings containing between 100-200 dwelling units with an approved residential sprinkler system may have a single fire apparatus access point.
- Buildings exceeding 200 dwelling units shall have two separate approved means of Fire Apparatus access.

Fire Hydrant Spacing

- Shall be spaced at 300' intervals for commercial and multi-family residential buildings and not more than 15' from an approved fire apparatus access roadway.
- Additional fire hydrants may be required after review of the specific building heights and configurations are proposed.

Automatic Fire Sprinkler System

- All new buildings must contain automatic fire extinguishing systems.
- Additions or alterations to existing buildings resulting in floor area greater than 5,000 sf, or with addition of



Fire Accessibility for Buildings
Note: All new construction has sprinklers; some International Fire Code specifications do not apply

2,500 sf, or with addition greater than 50% of existing floor area will require installation of new automatic fire extinguishing system.

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