

Place Types Manual

Community Character Element

City of Fremont General Plan

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Centers

What is a Place Type?

A Place Type is an urban design tool used to guide and evaluate urban development in terms of form, scale and function in the built environment. This includes descriptions, standards, and graphic examples of each place type. In Fremont, place types have been created for Centers and Corridors. Centers include the City, Town, Neighborhood and Regional Centers. Corridors include Main Street, Urban, Suburban and Landscape Corridors.

Center Place Type

Centers provide focal points for Fremont and its neighborhoods. The concept of a *City Center* was conceived at the time of Fremont’s incorporation and continues to evolve as a major regional activity hub. The five *Town Centers* were the focal points of the five “districts”, or townships, which originally formed Fremont. Four of the districts still contain a historic commercial center while Warm Springs has the potential to become a more distinct center in the future. *Neighborhood Centers* exist all over the City and provide an opportunity for continuous evolution and enhancement. Fremont has fewer *Regional Centers* but these areas provide the most significant opportunity for large scale transformation and change. Whether to provide shopping, working or living opportunities, Fremont’s Centers will be the centerpieces of achieving the City’s vision to become strategically urban.

Center Urban Form Standards

Place Type	Building Heights*	Density Range**	Typical FAR Range
City Center (TOD)	2-8 stories	50-70+ units/acre	0.80 - 3.0
Town Center (TOD)	1-3 stories	Up to 30 units/acre	0.50 - 2.5
Neighborhood Center	1-3 stories	Up to 30 units/acre	0.30 - 0.80
Regional Center	1-6 stories	50-70+ units/acre	0.30 - 1.00

* Indicates typical building heights for urban form and scale purposes only. Higher buildings may be allowed. Refer to the Zoning Ordinance for specific requirements.





** Mixed use projects shall comply with the allowed FAR range and are not subject to the density range. Residential projects, when allowed, shall be subject to the density range. Note: Residential uses permitted in Regional Center only when TOD Overlay applied.

TOD - Transit Oriented Development



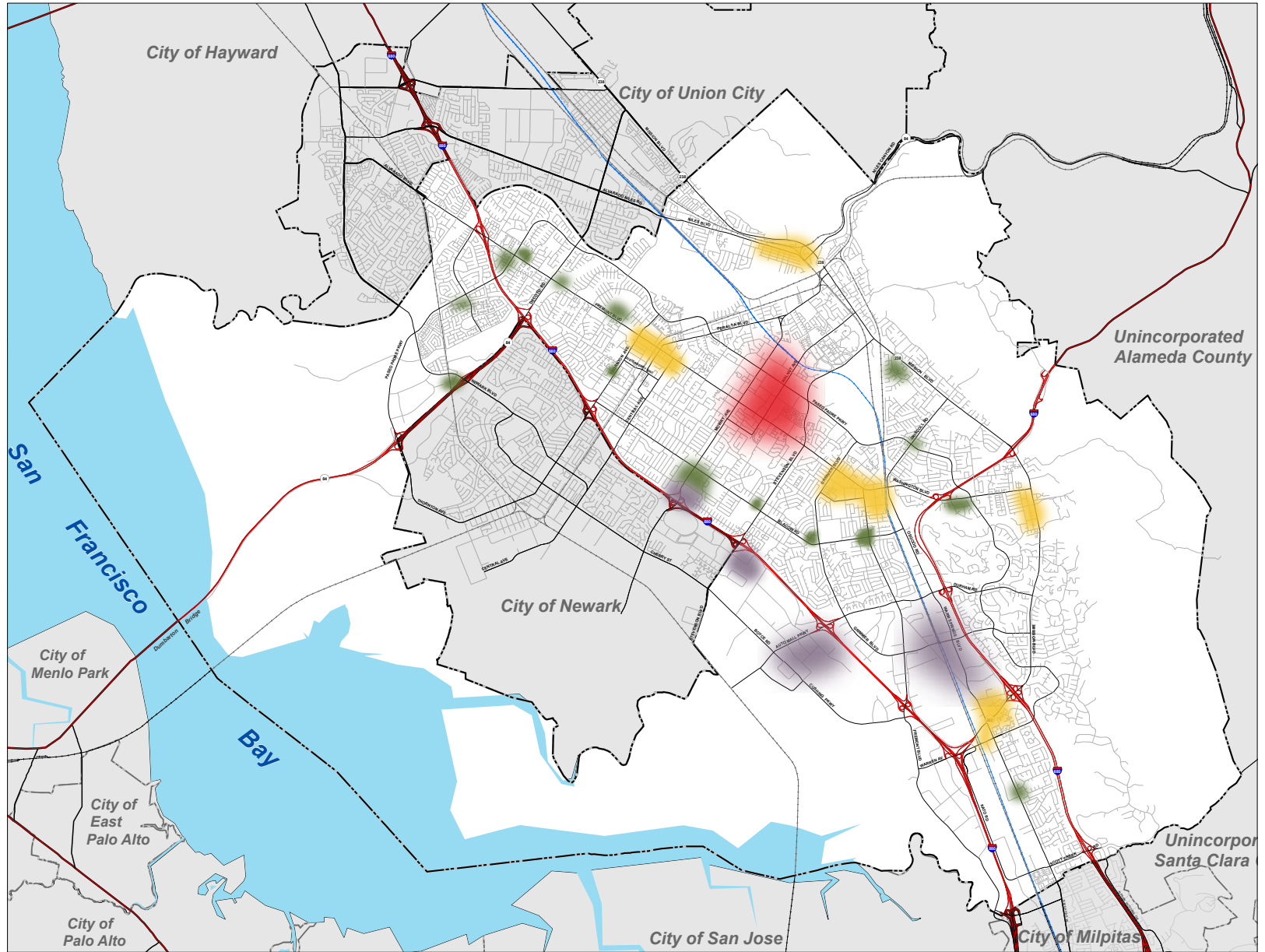
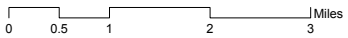
General Plan

Community Character Centers

-  City Center
-  Town Center
-  Regional Center
-  Neighborhood Center

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Users should verify designations, policies, regulations, and restrictions before making project commitments.



City Center

The City Center is intended as the most intensely developed area in Fremont. It accommodates a variety of uses including commercial, office, health care, civic, entertainment, cultural, residential and open space. The City Center is oriented around a formal framework of streets laid out in the original plans for Fremont. It is anchored by the BART Station, Washington Hospital, City Hall and the Fremont HUB. The future of the City Center includes a compact development pattern with taller buildings, more refined street grid and a lively streetscape environment within a more centralized district. An increased residential population will help add vitality, extend the hours of activity and provide a built in market for retail, services and entertainment uses. The City Center is the primary business district and economic and cultural activity center of the city and fulfills Fremont's vision of a vibrant downtown that serves as the focal point for the southeast San Francisco Bay region.

Urban Form Standards

- Mixture of mid and high-rise buildings, generally 2-8 stories
- Buildings sited along sidewalks to create defined street wall
- Transparent buildings facades and entrances along sidewalk
- Side and rear access for parking and service/delivery functions
- Parking located in structures or behind buildings
- Decorative signage and wayfinding to identify uses

Development Standards

- Typical FAR Range – 0.80 – 3.0
- Density Range – 50 to 70+ units/acre

Mobility Standards

- Street network consists of connected grid pattern
- Pedestrian links and paseos for increased access
- Public right-of-way includes bicycle lanes, wide sidewalks, and on-street parking
- Landscaped streetscape with pedestrian amenities and street furnishings
- Bus stops and transit amenities

See also Urban Corridor

Typical Land Uses

- Commercial, office, healthcare, civic, entertainment, cultural, and residential uses in a mixed-use setting
- Public open space such as small parks, plazas, courtyards and outdoor dining



Active City Center



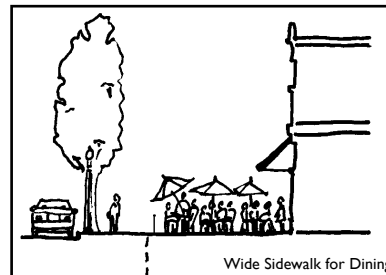
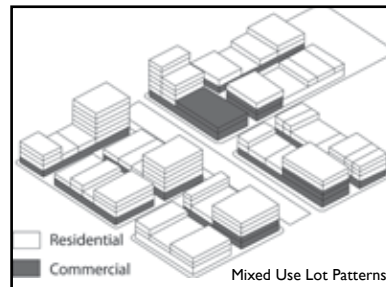
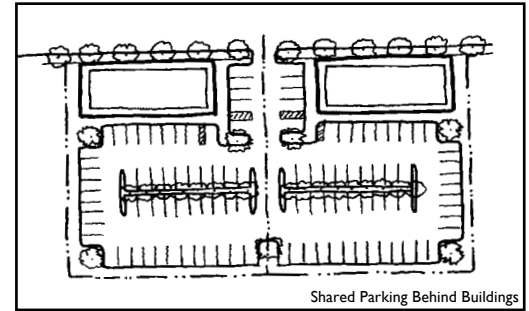
Computer Model of Downtown



Downtown Rendering



- Buildings sited along the street
- Small/short street blocks
- Narrow, pedestrian oriented streets
- Plazas and open space amenities
- Secondary routes for pedestrian access
- Opportunities for shared parking behind buildings



Town Center

The Town Centers are traditional commercial centers associated with the early development of Fremont's original townships. These centers are pedestrian oriented and within easy walking distance to serve the surrounding neighborhoods. They provide locations for people to shop, eat, socialize and take care of daily activities. Infill development opportunities may exist that would help add to the traditional fabric and character of these centers. Residential and office uses should be integrated to diversify the mix of uses and create job opportunities, respectively. Streetscape furnishings and pedestrian amenities are abundant and intended to reflect the town's history and cultural aspects of the area.

Urban Form Standards

- Mixture of low to mid-rise buildings, generally 1-3 stories
- Smaller blocks with convenient pedestrian access
- Buildings sited along sidewalks to create defined street wall
- Transparent buildings facades and entrances along sidewalk
- Buildings abut one another with minimal or no side yards
- Narrow lots provide compact, fine grained development pattern
- Traditional architecture and historic buildings
- Rear access for parking and service/delivery functions
- Parking located on street or behind buildings
- Decorative signage and wayfinding to identify uses

Development Standards

- Typical FAR Range – 0.50 – 2.5
- Density Range – up to 30 units/acre

Mobility Standards

- Alleys or secondary streets provide for service delivery
- Street network consists of connected grid pattern, or otherwise linked system
- Public right-of-way includes bicycle lanes and wide sidewalks
- Landscaped streetscape with pedestrian amenities and street furnishings
- Pedestrian links and paseos
- Bus stops and transit amenities

See also Main Street Corridor

Typical Uses

- Mixture of retail, service, office, civic, and residential uses in a mixed-use setting
- Public open space such as small parks, plazas, courtyards and outdoor dining



Niles Town Center with Historic Features



Rendering of Bay Street in Irvington



Outdoor Dining



Centrally located plaza and open space

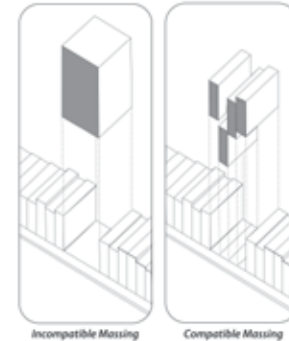
Parking located behind buildings or along street

Nearby residential uses

Narrow lots and fine-grained development pattern

- Traditional architecture and building articulation and detail.

INFILL MASSING



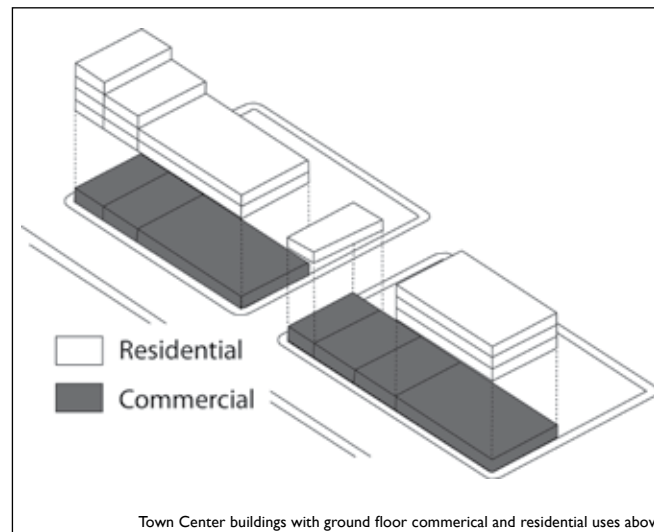
Incompatible Massing Compatible Massing
Articulate massing to ensure that facade is compatible with surrounding buildings



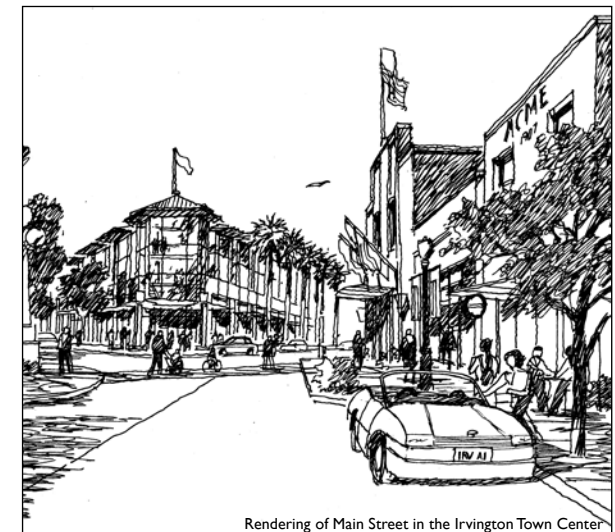
Corner building with traditional architecture and building details



Town Center plaza



Town Center buildings with ground floor commercial and residential uses above



Rendering of Main Street in the Irvington Town Center

Neighborhood Center

Neighborhood centers contain various neighborhood serving retail and service uses generally in a shopping center format. These centers typically include grocery stores, drug stores or other small to medium sized anchors oriented to the surrounding neighborhood. Existing neighborhood centers are typically auto-oriented and provide a significant opportunity for transformation and enhancement oriented to the pedestrian. New infill development opportunities may exist to create a more compact development pattern. In some instances, depending on location, residential uses may be also appropriate.

Urban Form Standards

- Mixture of low and midrise buildings, generally 1-3 stories
- Buildings sited along street or may be setback
- Transparent buildings facades and entrances along sidewalk & pedestrian pathways
- Side and rear access for parking and service/delivery functions
- Parking options typically include surface lots and structures
- Decorative signage and wayfinding to identify uses
- Buffers and transitions between centers and nearby residential uses

Development Standards

- Typical FAR Range – Up to 0.80
- Density Range – Up to 30 units/acre if residential included

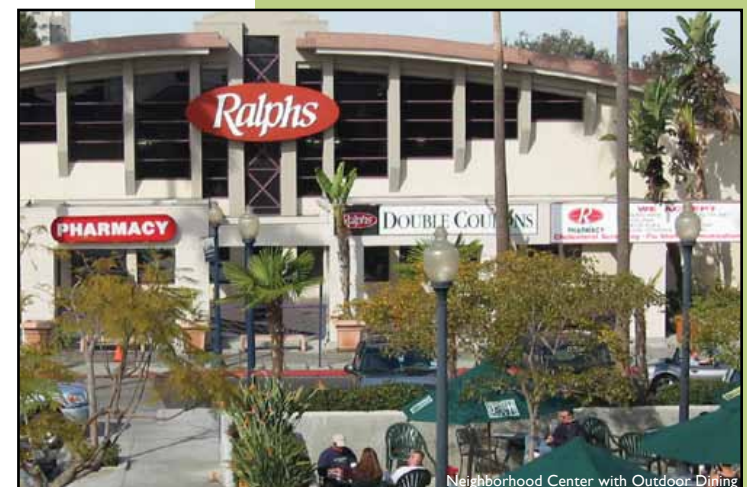
Mobility Standards

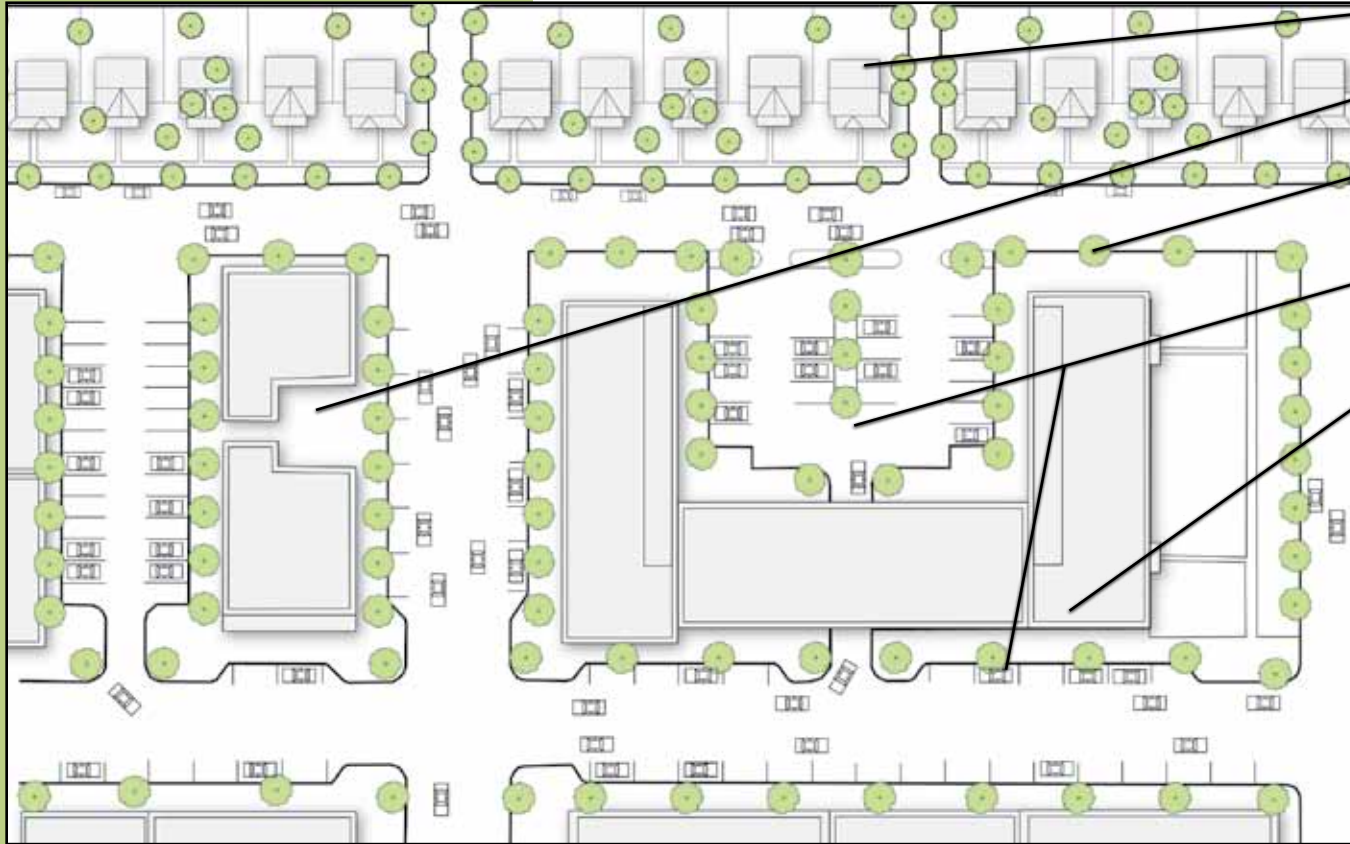
- Street and sidewalk network connected to adjacent neighborhoods
- Pedestrian links and paseos to parking lots and adjacent neighborhoods
- Public right-of-way includes bicycle lanes and may include on-street parking
- Landscaped streetscape
- Bus stops and transit amenities

See also Suburban/Landscape Corridor

Typical Uses

- Retail, office, and service uses
- Residential uses as mixed use
- Public open space such as plazas, courtyards and outdoor dining





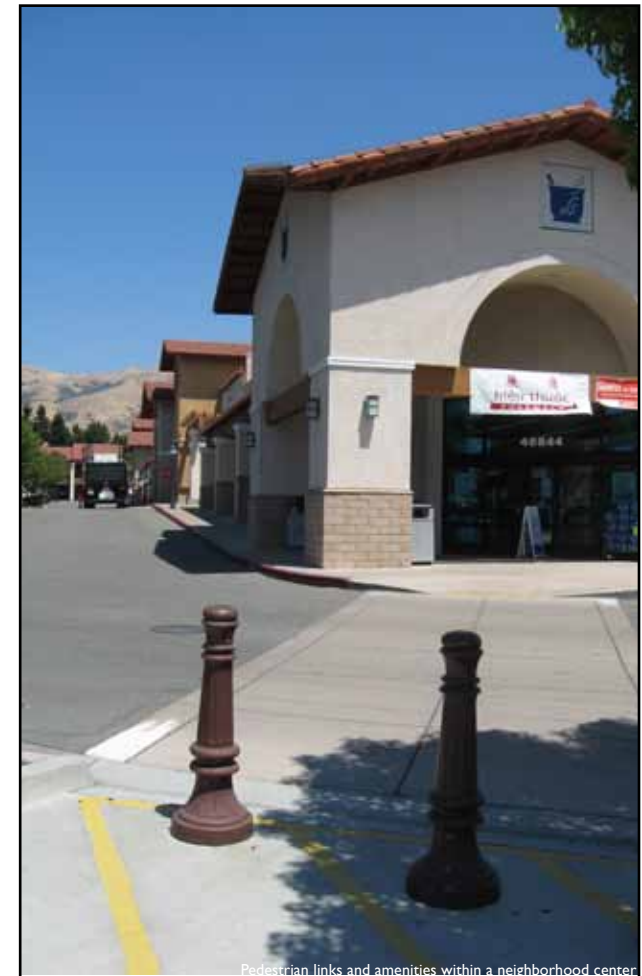
Serves surrounding residential neighborhood

Plazas, open space and outdoor dining areas

Street trees and attractive landscaping along the public right-of-way

Shared parking lots and service areas behind buildings, parking also along street.

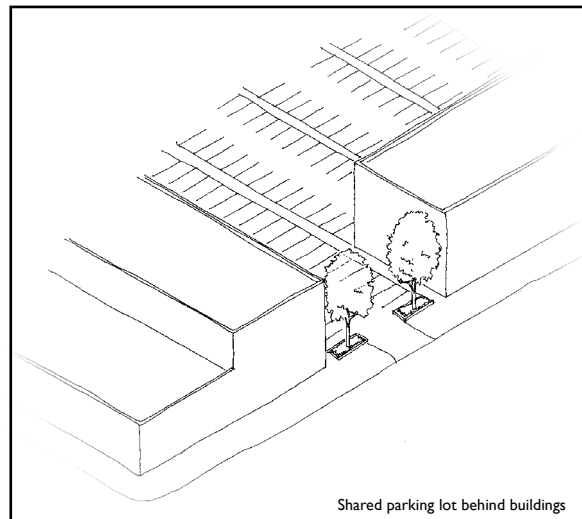
Buildings located along the street



Pedestrian links and amenities within a neighborhood center



Existing Fremont neighborhood shopping center



Shared parking lot behind buildings

Regional Center

Regional centers serve as activity centers accommodating multi-story and large-footprint buildings oriented to the regional market. These centers are sometimes referred to as lifestyle or power centers, and have a high level of freeway and transit access and visibility. Retail, service, office and entertainment uses are provided typically in a large format with surface parking or parking garages. These centers are intended as regional destinations where people shop, work and recreate. Regional centers may also contain residential uses if within the TOD Overlay, ½ mile of a BART station, otherwise residential uses are not appropriate.

Urban Form Standards

- Mixture of low, mid and high-rise buildings, generally 1-6 stories
- Buildings sited along sidewalks or may be setback from street
- Transparent buildings facades and entrances along sidewalk
- Side and rear access for parking and service/delivery functions
- Parking options include on-street, surface lots and structures
- Decorative signage and wayfinding to identify uses

Development Standards

- Typical FAR Range – 0.30 - 1.0
- Density Range – 50 to 70 units/acre in TOD Overlay only

Mobility Standards

- Street network consists of high capacity streets
- Public right-of-way includes bicycle lanes and wide sidewalks
- Landscaped streetscape with pedestrian amenities and street furnishings
- Pedestrian links and paseos
- Bus stops and transit amenities

See also Urban/Suburban Corridor

Typical Uses

- Commercial, office, and entertainment uses
- Residential uses within TOD Overlay
- Public open space such as plazas, courtyards and outdoor dining



Pacific Commons Regional Shopping Center



Regional Center Office Building



Regional Center Retail



- Service driveways behind buildings
- Pedestrian linkages or paseos between buildings
- Plazas or gathering spaces
- Target format uses
- Ample parking located behind buildings
- High capacity streets
- Development pattern with buildings along the street



Regional Center with Train Station



High Intensity Regional Center

Corridors

Corridor Place Type

Corridors are the lifeblood of a vibrant community and one of most important elements in defining Fremont’s image. However, corridors are typically perceived in regard to their function as major transportation routes rather than public spaces. Corridors in Fremont function as gateways to the city and its neighborhoods, and provide access throughout the City. The planning and design of corridors should reflect their varied functions and the desire to transform Fremont into a less auto-oriented, more pedestrian-friendly community.

Corridor and street typologies in more specific planning and design documents, such as the Downtown Community Plan and Design Guidelines, are further refinements of the Corridor Place Type and add another level of design specificity that should be followed.

Corridor Urban Form Standards

Place Type	Travel Lanes	Corridor Width*	Adjacent Building Heights**
Urban Corridors	2-6 lanes	76 - 100 feet	2 - 8 stories
Main Street Corridor	2-4 lanes	66 - 100 feet	1 - 3 stories
Suburban Corridor	4-6 lanes	84 - 168 feet	1 - 3 stories
Landscaped Corridor	2-6 lanes	54 - 168 feet	1 - 3 stories

*Corridor width corresponds to typical right-of-way requirements per City of Fremont Standard Details. In some instances, variation from typical standards may be warranted for protection of historic resources, trees and pedestrian connections if emergency service access is not compromised.

** Indicates typical building heights for urban form and scale purposes only. Refer to the Zoning Ordinance for specific requirements.



Urban Corridor



Main Street Corridor



Landscaped Corridor

General Plan

Community Character


Corridor Place Types


City Boundary



Corridor Place Types

 Urban

 Suburban

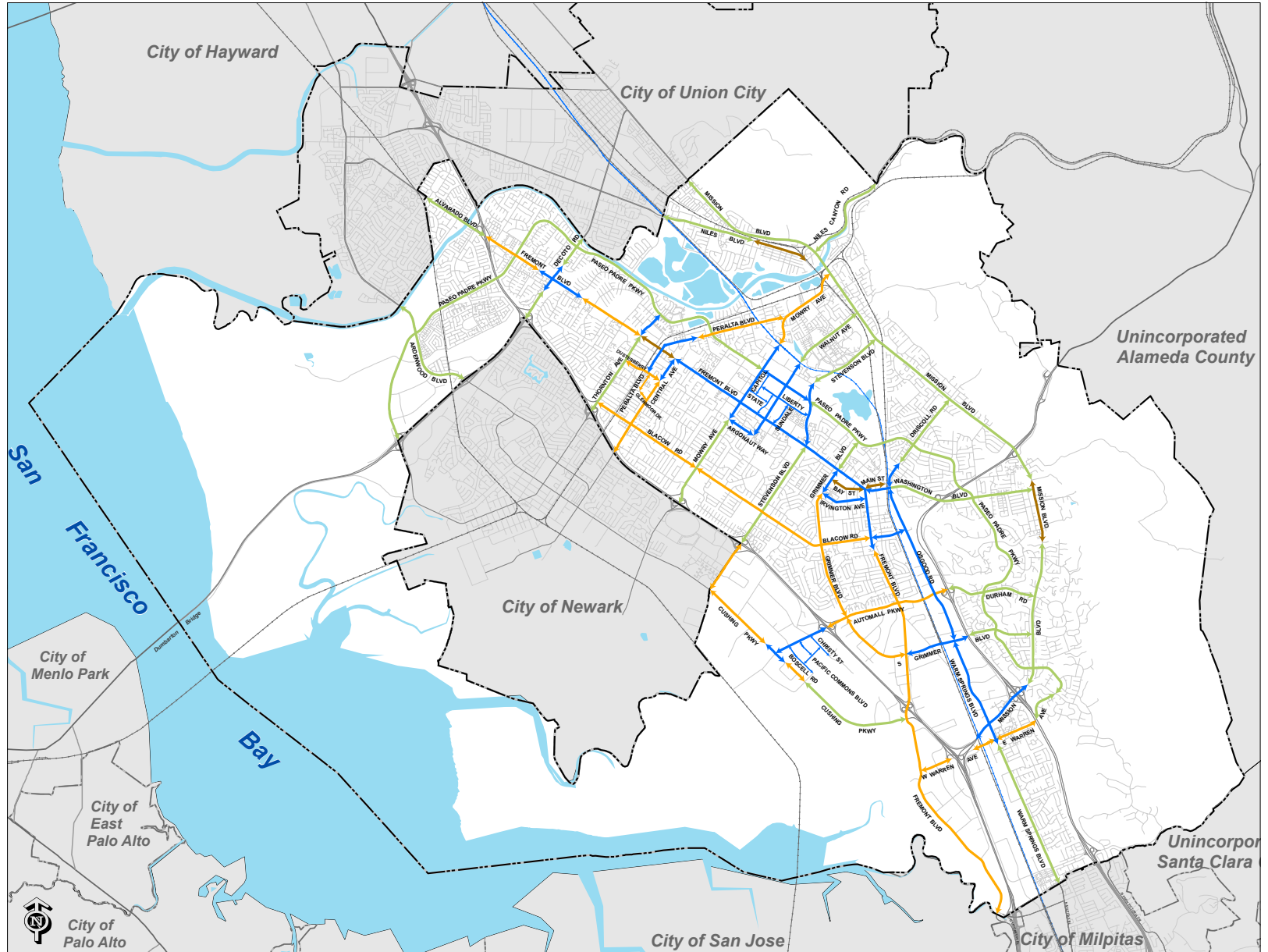
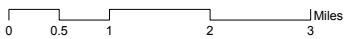
 Landscape

 Main Street

Corridor Place Types are illustrated on this Diagram. Refer to the General Plan text, Concept Plans, Specific Plans, and/or Design Guidelines for relevant policies and provisions.

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Urban Corridor

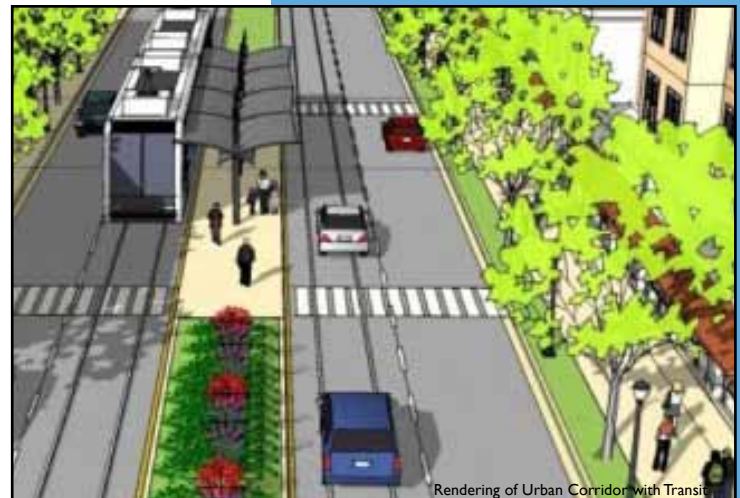
Urban corridors consist of complete streets accommodating a variety of travel modes and uses. They typically contain multi-story structures and a compact development pattern. Buildings are located along the sidewalk to create a street wall and enhance the pedestrian environment. Urban corridors may range from 2-6 travel lanes and also have bike lanes and on-street parking. Public transit is common with frequent bus service and connections to BART. Wide sidewalks with ample pedestrian and transit amenities are also common. Streetscape furnishings and public art is common, sometimes with a direct theme linked to a nearby center or neighborhood.

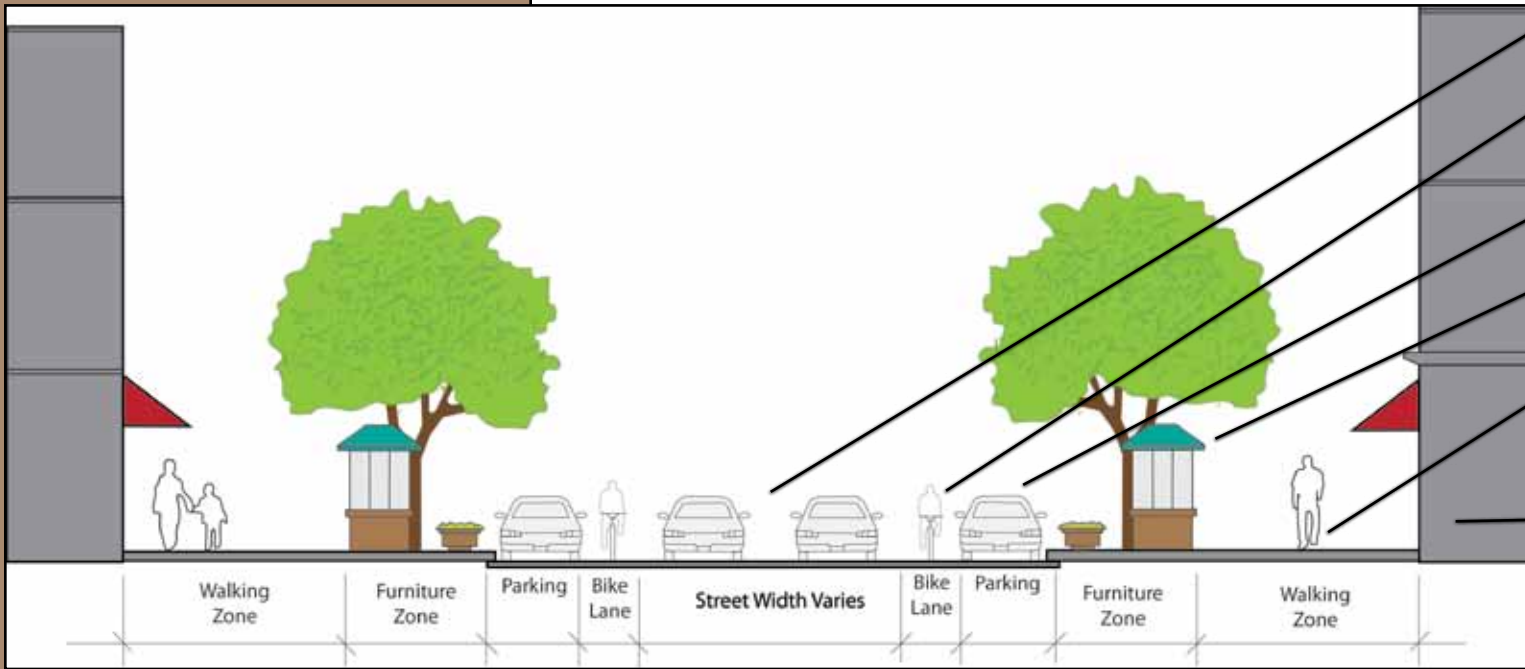
Urban Form & Streetscape Standards

- Concentrated and dense pattern of development
- On-street parking and surface parking to the sides and rear
- Building storefronts line the street with high degree of transparency
- Buildings designed to activate the sidewalk and include pedestrian scale elements
- Civic structures, public art, lighting, identity signage, landscaping contribute special elements

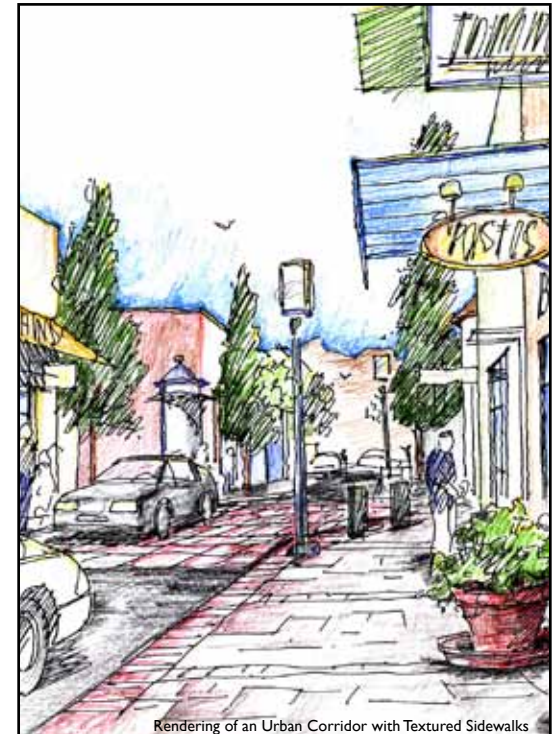
Mobility Standards

- 2-6 travel lanes
- Access to rear and sides of buildings
- Wide sidewalks, streetscape furnishings, landscaping and pedestrian amenities
- Bus stops and transit amenities
- Bike lanes
- On-street parking





- 2-6 travel lanes
- Bike lanes within street right of way
- On-street parking
- Pedestrian/transit amenities along sidewalk
- Wide sidewalks provide pedestrian zone and space for outdoor dining areas
- Building located along sidewalk



Main Street Corridor

Main Street corridors have very limited application in the Town Centers and are intended to enhance the historic retail district in which they are located. These corridors typically have two travel lanes and on-street parking. Public transit is common along these corridors. Bike lanes or routes are provided. Streetscape furnishings are common as well as landscaping, public art and other pedestrian and transit amenities. Buildings are located along the street to further enhance the pedestrian environment.

Urban Form & Streetscape Standards

- Historic and traditional architecture
- Narrow, fine grained lotting pattern
- Building storefronts line the street with high degree of transparency
- Buildings designed to activate the sidewalk and include pedestrian scale elements
- Civic structures, public art, lighting, identity signage, landscaping contribute special elements

Mobility Standards

- 2-4 travel lanes
- Wide sidewalks, streetscape furnishings, landscaping and pedestrian amenities
- Bus stops and transit amenities
- Bike lanes or routes
- On-street parking



Main Street Corridor with Retail and Town Houses



Main Street Corridor with Buildings Fronting the Sidewalk



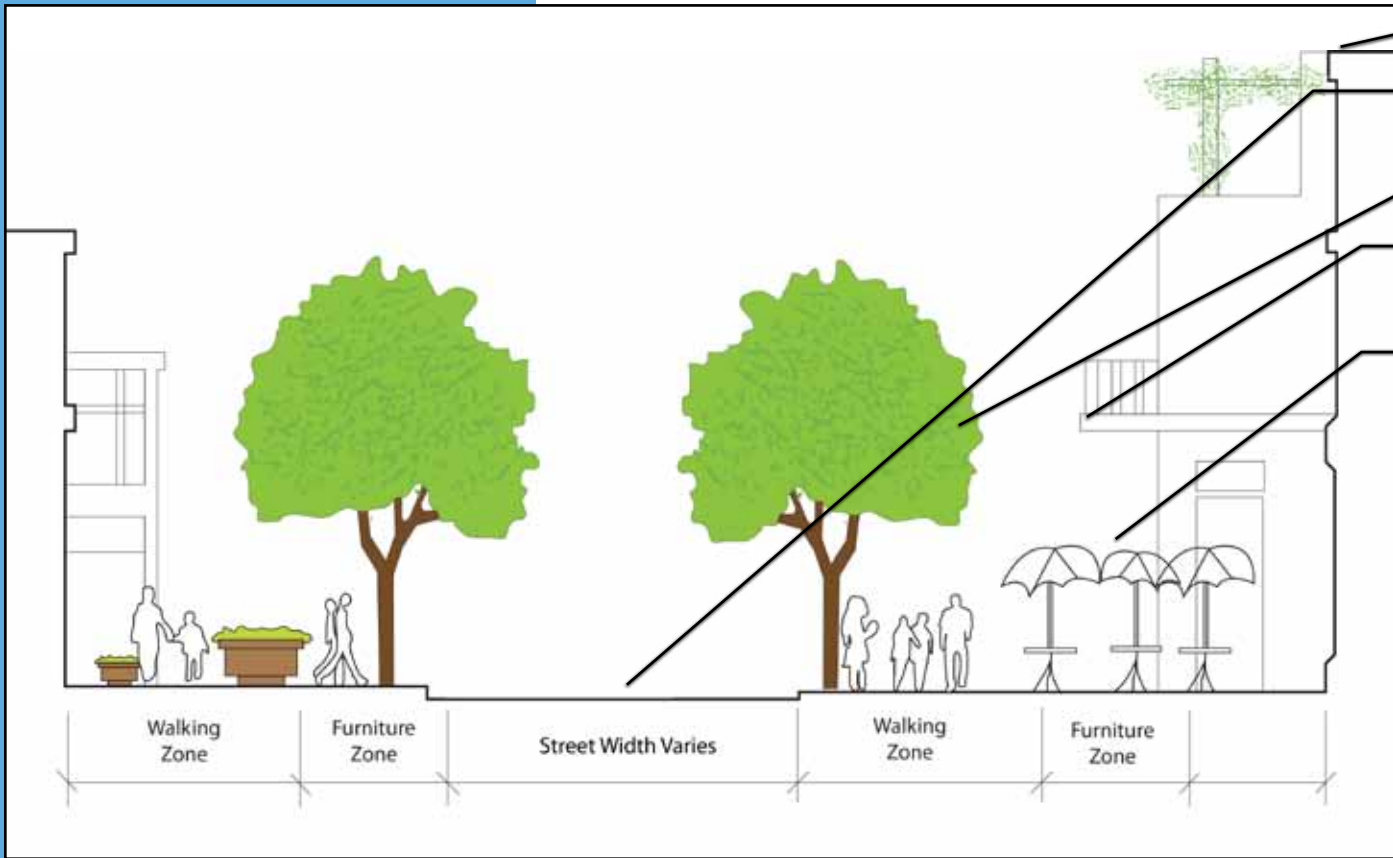
Landscaping Along a Main Street Corridor



Niles "Main Street" Corridor



Main Street Corridor with Tree Cover



Building Heights: 1-3 stories

2-4 travel lanes

Street trees and decorative landscaping

Buildings frame street to create an intimate environment

Wide sidewalks accommodate outdoor dining and pedestrian amenities



Suburban Corridor

Suburban corridors are oriented towards the automobile and moving traffic throughout the City. They are often lined with commercial, office and residential uses that link the City's neighborhoods and centers. Low rise buildings line corridors with opportunities for denser infill development on vacant and underutilized properties. Frontage roads may be found where single- or multi-family residential uses exist. Direct vehicular access from the corridor into a site is typical. Bike lanes typically exist, although street parking may or may not exist depending on the location. The streetscape contains street trees and landscaping, lighting and other amenities that enhance commercial activities.

Urban Form & Streetscape Standards

- Varied development pattern
- Mix of building heights
- Buildings typically setback from street
- Parking lots located to front, side or rear of buildings
- Mix of uses

Mobility Standards

- 4-6 travel lanes
- Sidewalks and bike lanes
- Frontage roads
- Bus stops and transit amenities
- Limited on-street parking



Suburban Corridor Crosswalk



Suburban Corridor with Vehicular Traffic



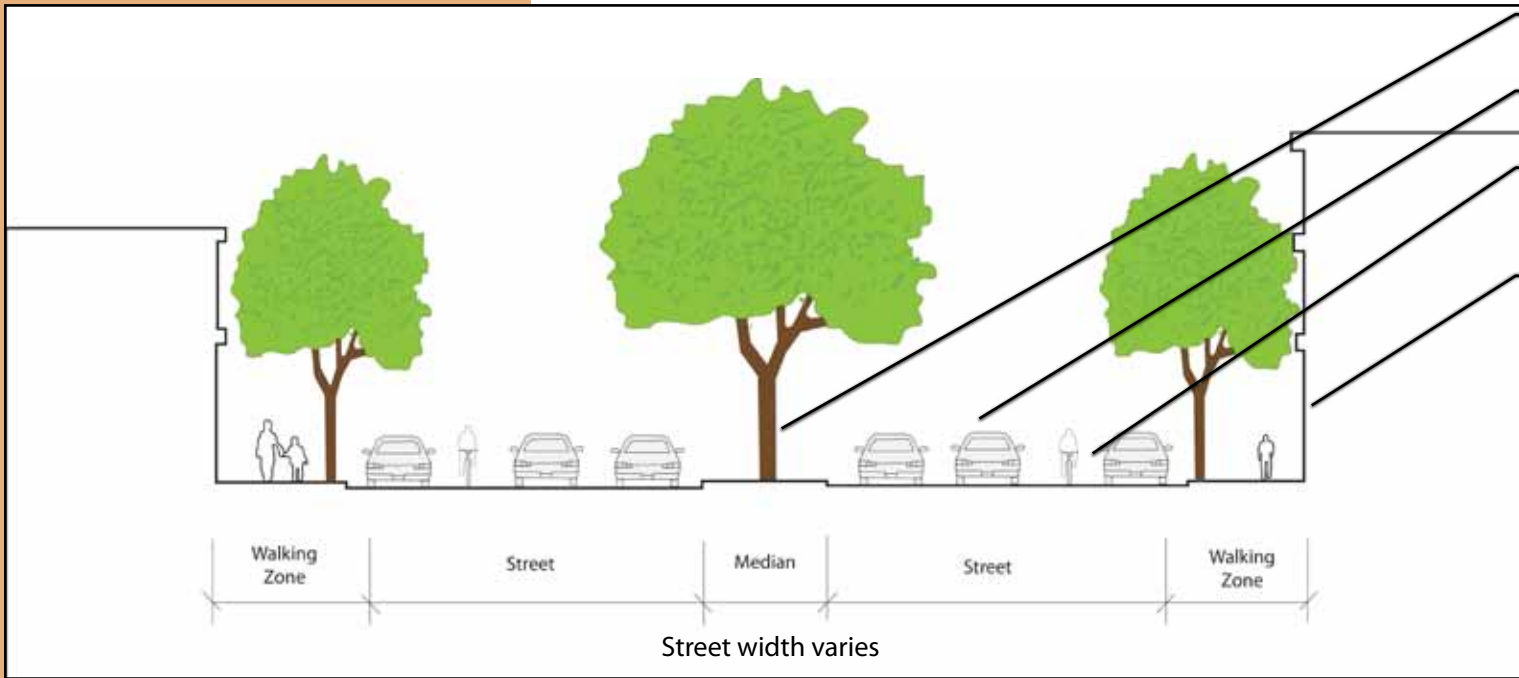
Suburban Corridor



Suburban Corridor



Suburban Corridor



- Landscaped median
- 4-6 travel lanes
- Bike lanes or otherwise designated bike route
- Residential or commercial uses line the corridor
- May or may not include on-street parking
- May include frontage roads
- Mix of building heights



Landscape Corridor

Landscape corridors have limited direct access and are characterized by landscaping, street trees, wide landscaped medians and large setbacks. Some of these corridors carry heavy volumes of traffic through the city in a landscaped, aesthetically pleasing setting. Local residential streets with low traffic volumes also serve as landscape corridors. These corridors also act as gateways to the City.

Urban Form & Streetscape Standards

- Varied development pattern
- Wide medians and building setbacks
- Abundant trees and landscaping
- Primarily low rise buildings
- May include gateway features and treatment
- May include back-up treatment such as sound walls, berms and thematic landscape treatment

Mobility Standards

- 2-6 travel lanes
- Sidewalks and bike lanes
- Limited direct access
- Limited transit access on some corridors
- May or may not include on-street parking
- High degree of landscaping and landscape elements including street trees, landscaped medians, bio-swales, stormwater treatment features and decorative features.



Landscaped Medians



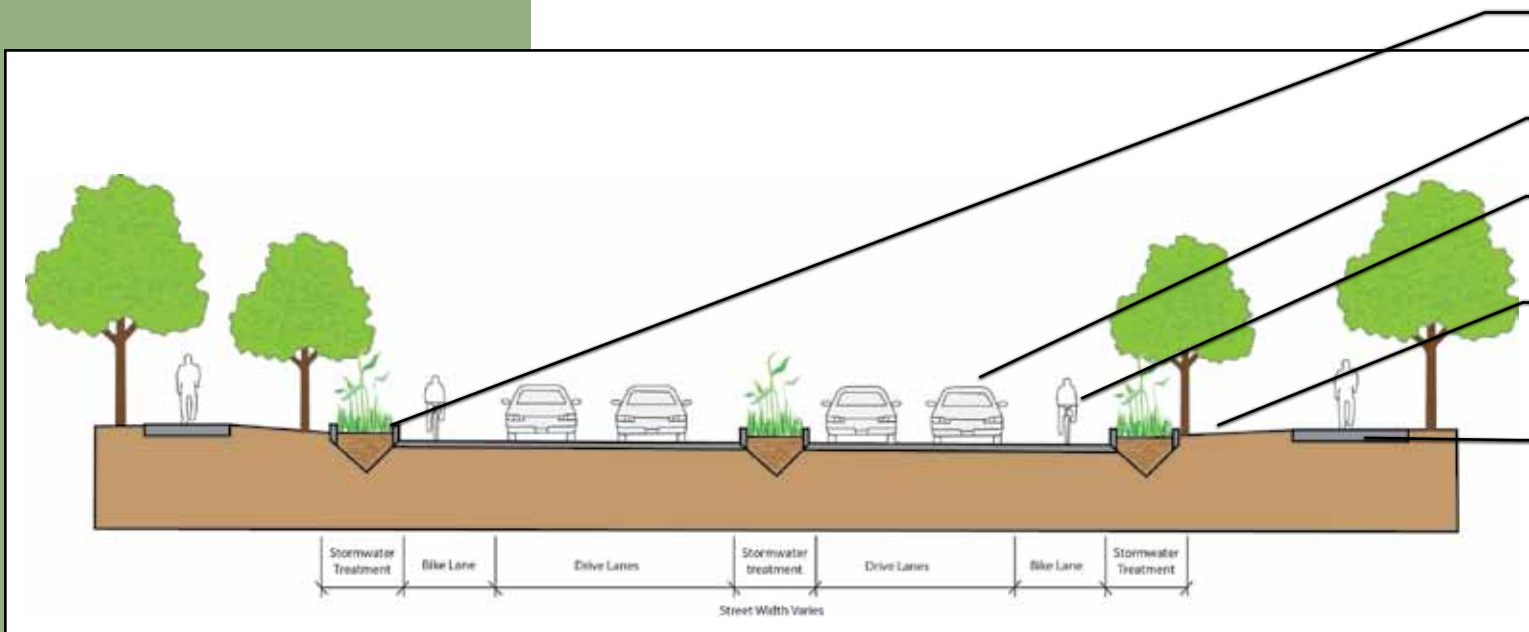
Landscaped Bulbout



Washington Boulevard



Tree Canopy Along Residential Street



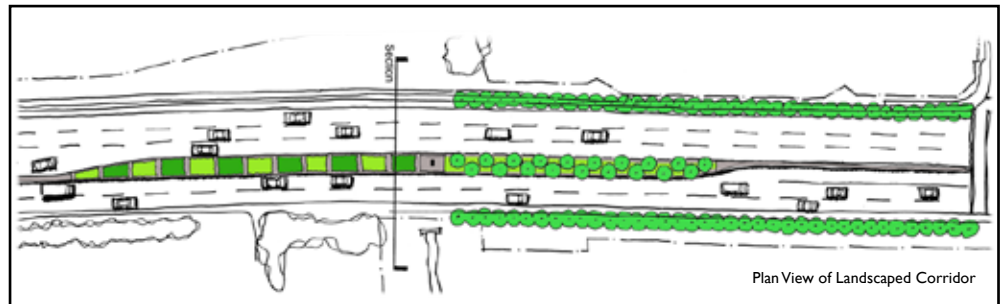
- May include stormwater treatment features in center or along sides of street
- 2-6 travel lanes
- Bike lanes or otherwise designated bike route
- Wider right of way to accommodate double-row of trees
- Wide sidewalks
- Enhanced landscaping and design features, gateway treatment at some locations



Dense Tree Canopy



Unique Median Planters



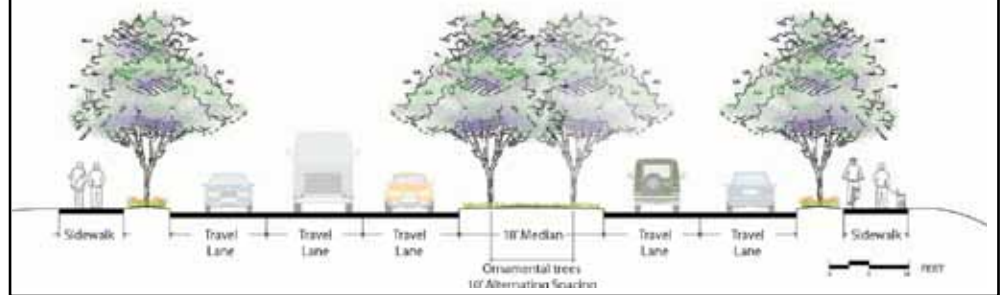
Plan View of Landscaped Corridor



District Gateway



City Gateway



Section View of Landscaped Corridor Pictured Above