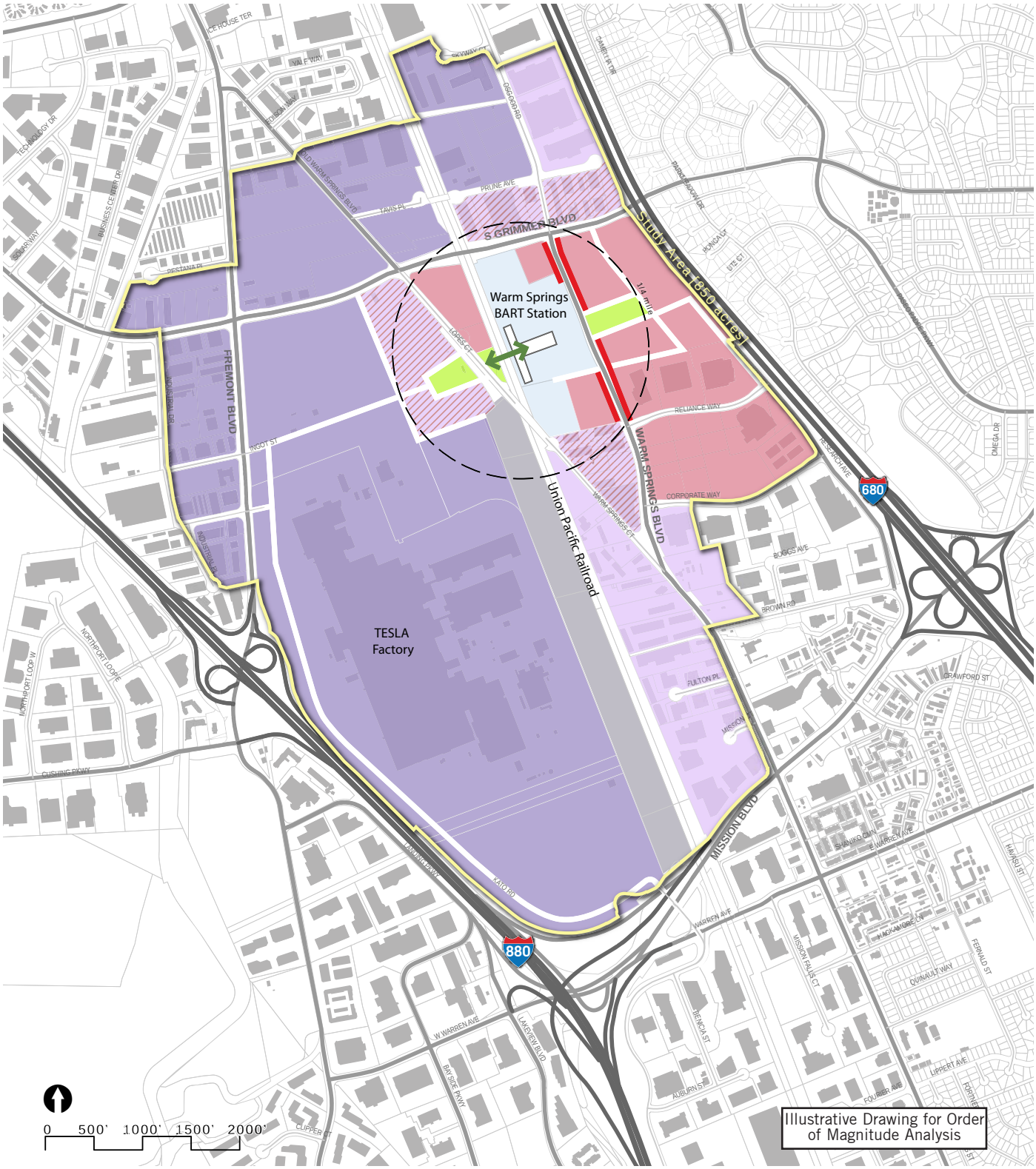
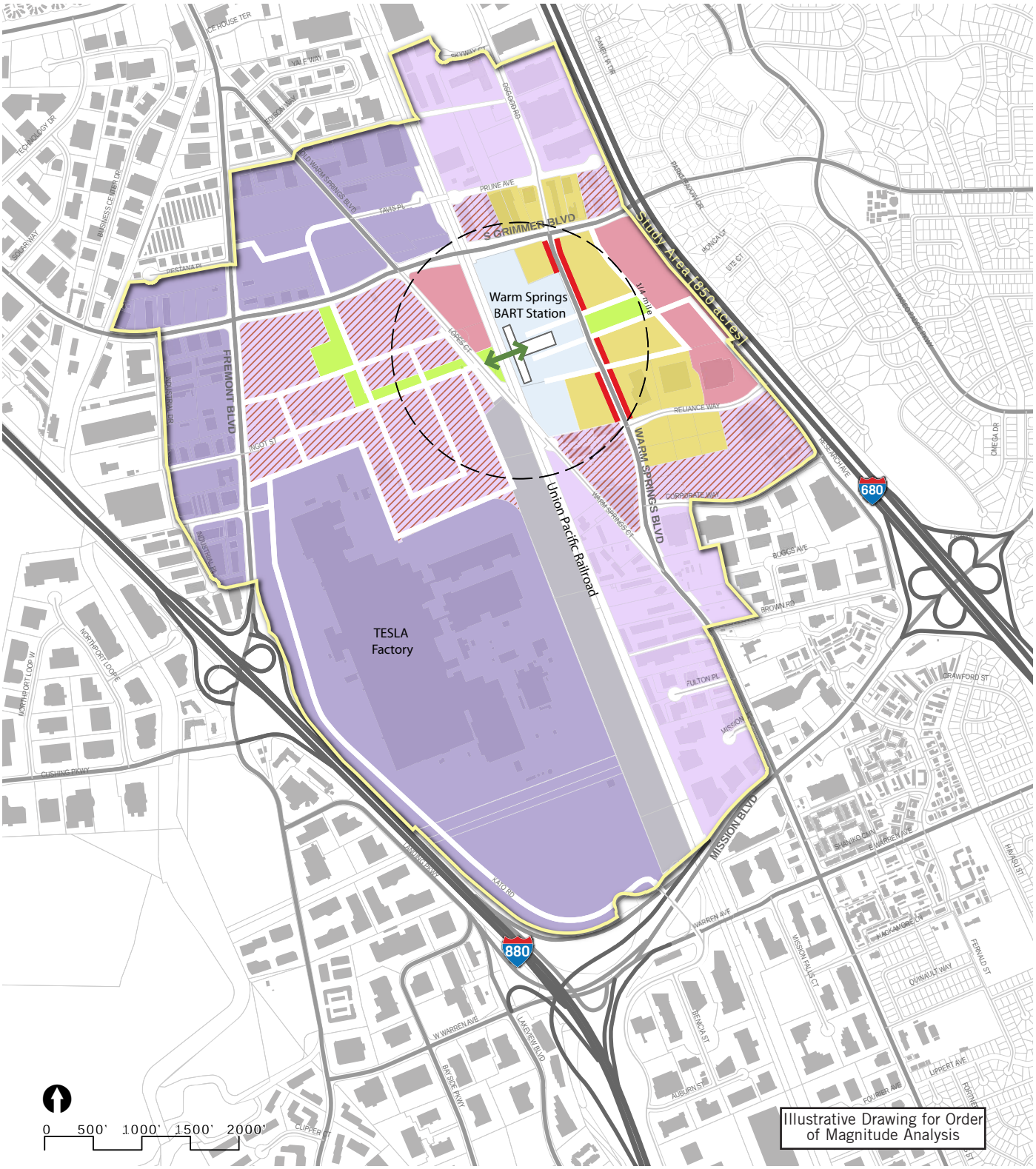
Figure 6: Land Use Alternative 1 - Innovation Center/Manufacturing



	Industrial - General Industrial/Manufacturing		Commercial - Retail Center		BART
	Industrial - Technology/Research & Development		Residential - High Density (includes support services such as retail, schools, and parks)		Railroad / Railyard
	Commercial/Industrial - Office/Research & Development (Could include Special Uses such as entertainment, community facilities, and hotels)		Open Space	Note: A minimum of 15 acres of rail-related uses may be developed on Parcel 1, which could affect long-term build-out. If this were to occur, employment and development assumptions may potentially be relocated to other portions of the Study Area.	
	Commercial High Tech Office (Could include Special Uses such as entertainment, community facilities, and hotels)		Retail Frontage		

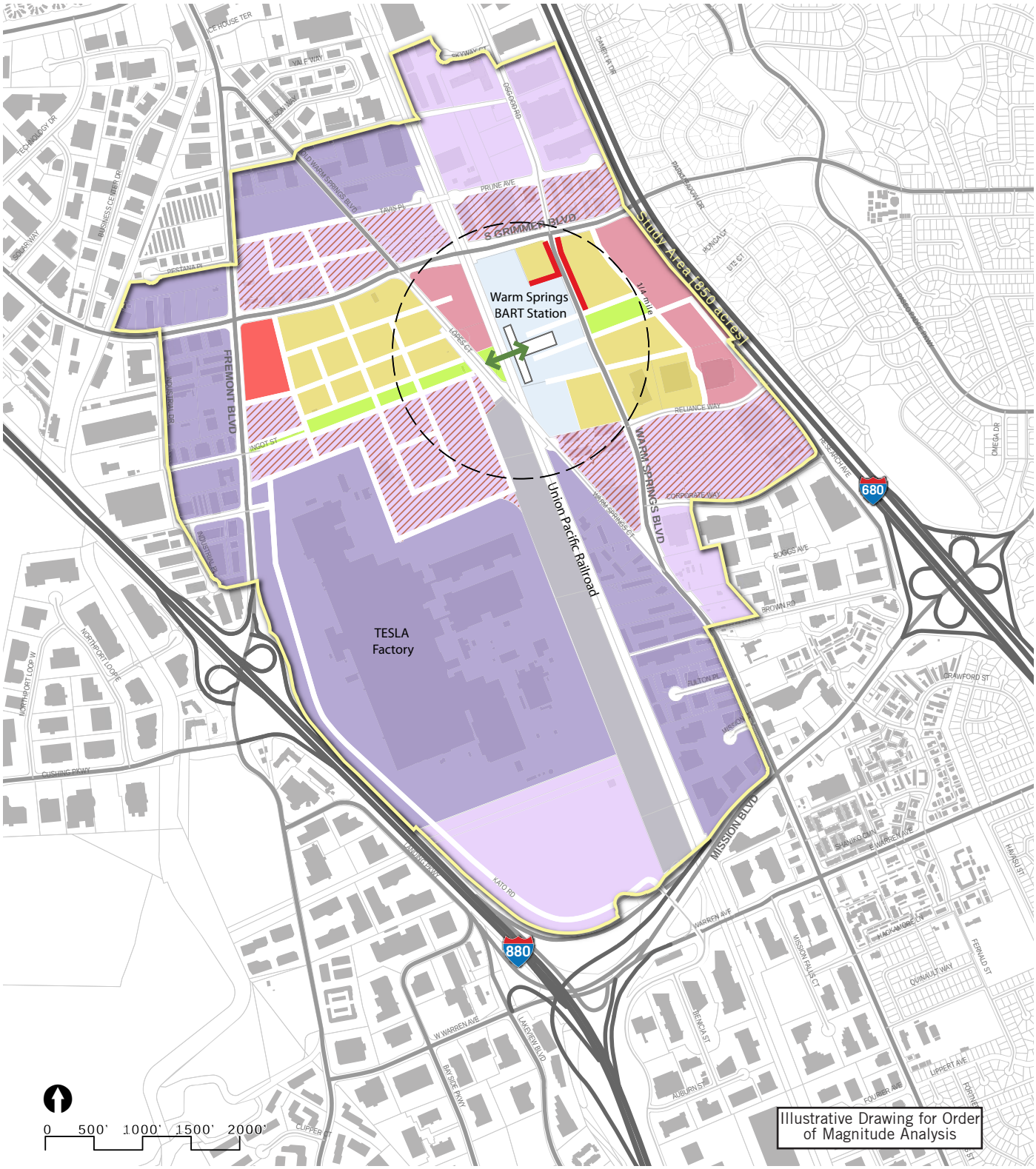
Figure 7: Land Use Alternative 2 - Innovation Campus/Residential TOD



	Industrial - General Industrial/Manufacturing		Commercial - Retail Center		BART
	Industrial - Technology/Research & Development		Residential - High Density (includes support services such as retail, schools, and parks)		Railroad / Railyard
	Commercial/Industrial - Office/Research & Development (Could include Special Uses such as entertainment, community facilities, and hotels)		Open Space		
	Commercial High Tech Office (Could include Special Uses such as entertainment, community facilities, and hotels)		Retail Frontage		

Note: A minimum of 15 acres of rail-related uses may be developed on Parcel 1, which could affect long-term build-out. If this were to occur, employment and development assumptions may potentially be relocated to other portions of the Study Area.

Figure 8: Land Use Alternative 3 - Innovation District/Residential Mixed-Use



	Industrial - General Industrial/Manufacturing		Commercial - Retail Center		BART
	Industrial - Technology/Research & Development		Residential - High Density (includes support services such as retail, schools, and parks)		Railroad / Railyard
	Commercial/Industrial - Office/Research & Development (Could include Special Uses such as entertainment, community facilities, and hotels)		Open Space	Note: A minimum of 15 acres of rail-related uses may be developed on Parcel 1, which could affect long-term build-out. If this were to occur, employment and development assumptions may potentially be relocated to other portions of the Study Area.	
	Commercial High Tech Office (Could include Special Uses such as entertainment, community facilities, and hotels)		Retail Frontage		

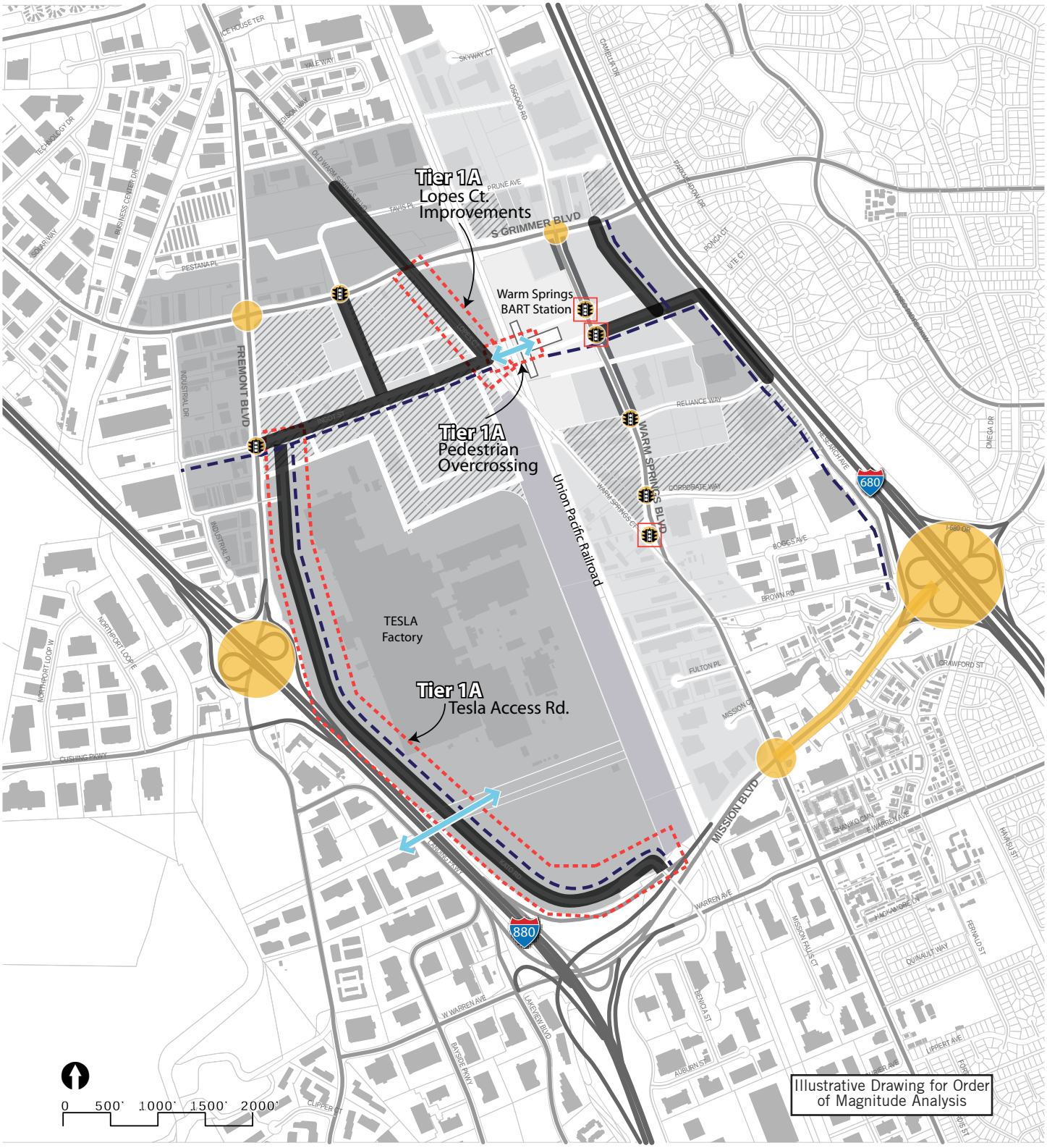
TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS

The transportation setting of the South Fremont/Warm Springs Area will serve as a remarkable draw for economic growth, offering a full range of modal choices from freight rail service and access, to the new BART service, to local buses, bike and pedestrian routes along with multi-route regional highway access. Though this represents an excellent transportation setting for growth, the three alternatives do place some specific demands on the system and would be well served by phased improvements to enhance the success of area economic growth.

Among the alternatives there are subtle differences in terms of the content and phasing of improvements, and these are reported here on Figure 10 which lists and schedules those improvements in terms of Tiers. The map that accompanies this table (Figure 9) indicates the location of the potential improvements with Alternative 2, pictured as the base plan for reference. The full list of transportation improvements, pictured here, is organized according to the recommended timing of those improvements/investments. The three phases or "Tiers" of improvement are as follows:

- Tier 1A – These are the highest priority projects, and have been determined to be essential to allow South Fremont/Warm Springs to compete in the early years of development [$30.6 Million]
- Tier 1 – These are the "backbone" improvements considered higher priority. These improvements should be planned for in order to facilitate development in the Study Area. [$126.3 Million]
- Tier 2 – These improvements are less critical and can occur as the Study Area becomes more developed, often in conjunction with investment in new or improved land uses or significant employment growth. [$2.8 Million]

Figure 9: Transportation Infrastructure Improvements: Land Use Alternative 2 (Innovation Campus/Residential TOD)



Transportation Improvements Legend

- Pedestrian Improvements
- Traffic Improvements
- Tier 1: Backbone Street Network
- Tier 1: Bicycle Network
- Tier 1A Improvements
- Funded Signalization Project
- Proposed Signalization

Notes:
Some improvements outside the study area are not included on this map