



## **OLD WARM SPRINGS BOULEVARD SOUTH MASTER PLAN**

**WARM SPRINGS | SOUTH FREMONT COMMUNITY PLAN - AREA 3**

Adopted by Council Resolution 2016-13 on April 5, 2016

**FEBRUARY 2016**



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# CHAPTER 1 PROJECT OVERVIEW

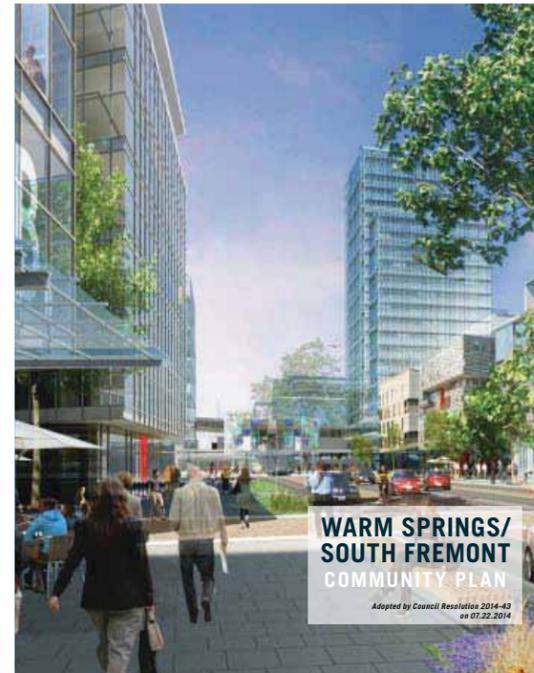
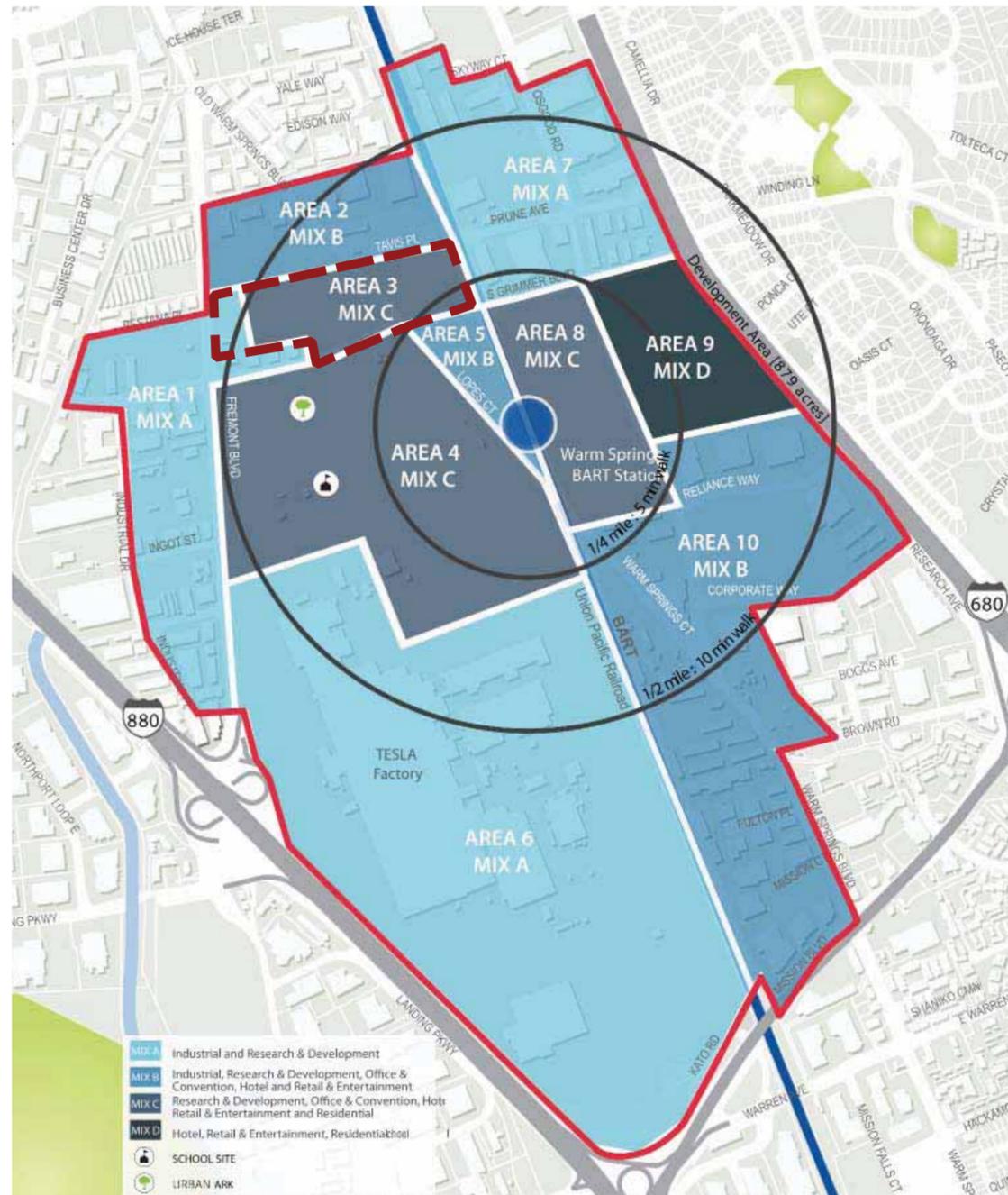
The Master Plan lays out the development vision and strategy for the 28-acre site north of Grimmer Boulevard, identified as Area 3 - Old Warm Springs Boulevard South (OWSBS) and a small portion of Area 1 - Fremont Boulevard - within the Warm Springs / South Fremont Community Plan (WS/SFCP). For the purpose of this Master Plan document, the entire 28-acre area is named Area 3, Old Warm Springs Boulevard South (OWSBS).

The Master Plan is organized in six chapters:

- Overview
- Land Use Strategy
- Public Realm: Circulation
- Public Realm: Open Space
- Building Typologies
- Implementation and Phasing

The Master Plan for Old Warm Springs Boulevard South (OWSBS) provides the background, discusses opportunities for development and establishes a strategic framework for future growth of the area. The 28-acre OWSBS site is designated as Warm Springs Innovation (“WSI”) District within the Fremont Municipal Codes (Chapter 18.49) – a hybrid mixed-use destination that allows for a broad range of uses. The development presented in the OWSBS Master Plan is consistent with these documents as well as the Housing Element per the Fremont General Plan.

This Master Plan is one of ten planning areas within the WS/SFCP, and highlights interconnections with these adjacent areas, in particular Area 4, the master plan for which the City of Fremont has approved earlier in 2015.



- Master Plan Area
- Warm Springs | South Fremont Community Plan

## 1.1 BACKGROUND

The overall WS/SFCP is a comprehensive planning and design effort which began in 2010. Following the closure of the New United Motor Manufacturing, Inc. plant the City of Fremont initiated a planning process to develop 879 acres in South Fremont adjacent to the new Warm Springs/South Fremont BART Station. This effort culminated on July 22, 2014 in the adoption of the Warm Springs/South Fremont Community Plan (WS/SFCP) and establishment of the Warm Springs Innovation (WSI) District.

The WS/SFCP sets forth a vision and with guiding principles for the creation of a new, urban neighborhood that provides both homes and jobs in a vibrant mixed-use community. The goal is to transform this currently underutilized area of Fremont into a “dense mixed-use development with outstanding educational, civic and residential uses surrounding the new Warm Springs/South Fremont BART Station. As such the Warm Springs Innovation District offers a unique opportunity for flexible development at sustainable densities.” (WS/SFCP Page 5).

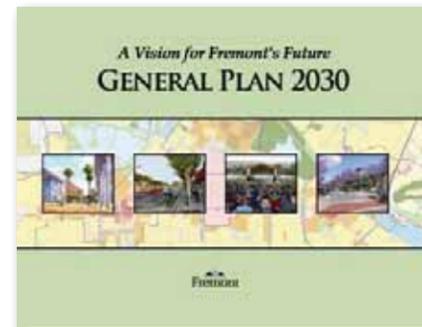
This vision for the Community Plan is embodied in the following eight principals:

1. Innovation Hub
2. Focused Intensity
3. Diversity of Uses
4. Well Loved Public Places
5. Health and Recreation
6. Ease of Movement
7. Visually Interesting Urban Fabric
8. Ecological Health and Sustainability

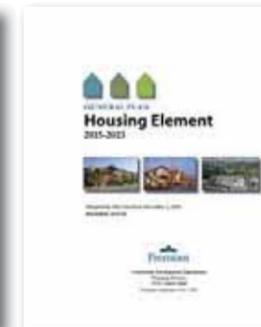
Together these eight principals describe what will become a model for a new, economically and environmentally sustainable Innovation District for the Bay Area.

Using both the new BART Station and the Tesla Motor Plant as catalysts the OWSBS Master Plan will transform the currently overlooked and underutilized area into a unique, transit oriented urban district.

Planning Framework for entire City of Fremont:



Fremont General Plan:  
Comprehensive Long-Range  
Plan for the City of Fremont



Housing Element:  
Housing stock strategy  
for the City of Fremont

Planning Framework specific for Warm Springs / South Fremont:



Warm Springs  
Innovation District  
("WSI"):  
Zoning Standards,  
Fremont Municipal  
Code (Chapter 18.49)

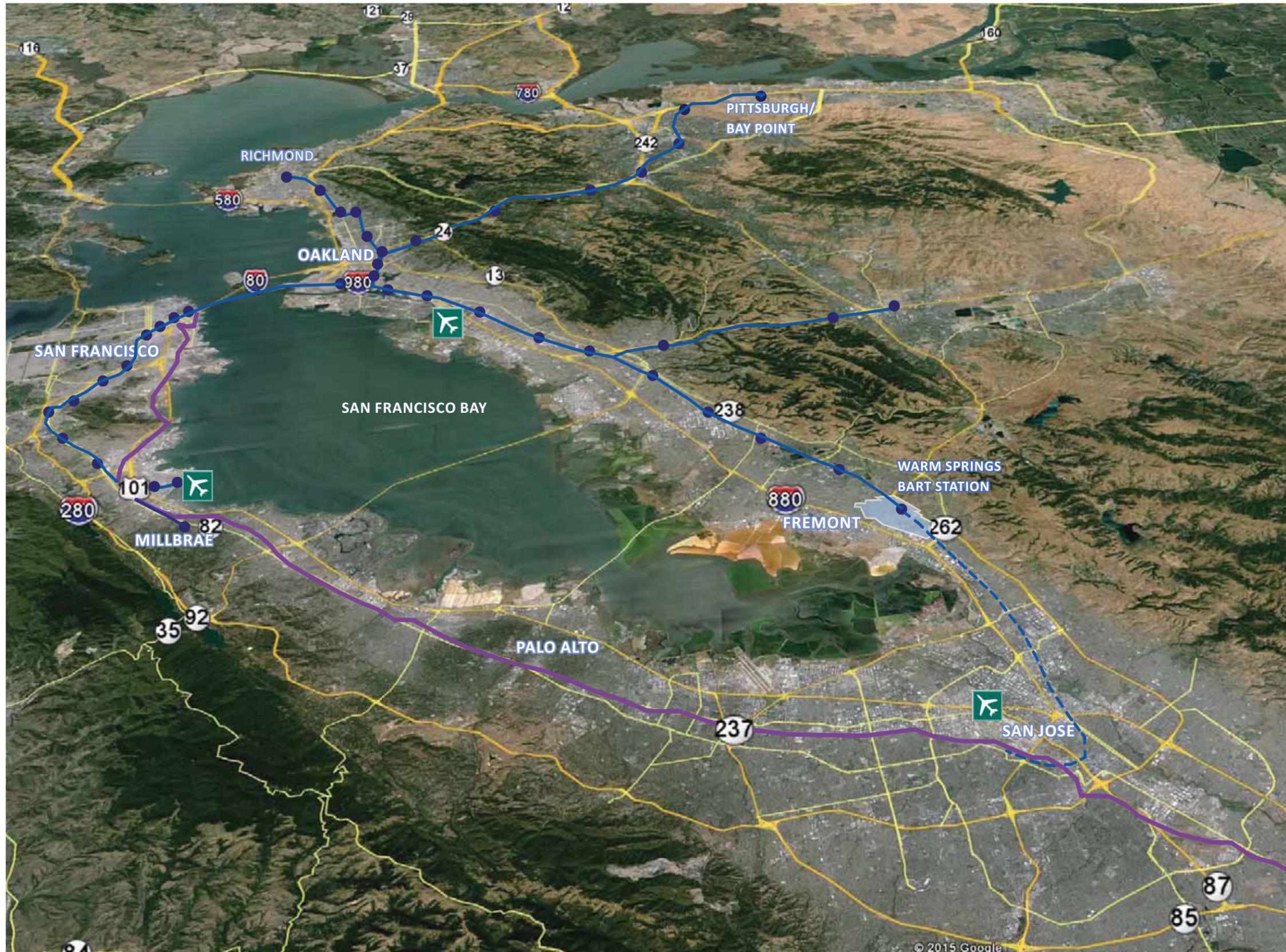


Warm Springs / South  
Fremont Community  
Plan (WS/SFCP):  
Comprehensive Vision  
for the new mixed-  
use community



Old Warm Springs Boulevard South  
(OWSBS) Master Plan:  
Development Strategy focused on  
Area 3

*This Master Plan works together with the Warm Springs / South Fremont Community Plan, and the Warm Springs Innovation District Ordinance. Together, these three documents function under the larger planning context of the Fremont General Plan, and its Housing Element.*



## 1.2 SITE CONTEXT

The City of Fremont, guided by an ambitious development vision, a promising and highly accessible location, and presence of strong innovative technological base is creating the next major urban job center within the Bay Area.

The Warm Springs/South Fremont District is poised to realize this vision. An ample supply of vacant land, close proximity to the Tesla Manufacturing Center, convenient access to multi-modal transport via highways, Caltrain and the new Warm Springs BART Station (opening in late 2015) give this District a physical and competitive advantage to become a vibrant new center for innovation and a base of employment. Ultimately, the WS/SF District will become a major regional, transit-oriented job center embodying the cultural and economic values of Silicon Valley, while building a high density, sustainable, mixed-use community.

The OWSBS Planning Area falls within ¼ mile to ½ mile radius of the new BART station and occupies 28 acres of land, bounded by the Union Pacific Rail line to the east, industrial uses in the north and Fremont and Grimmer Boulevards to the west and south respectively. The site is bisected by Old Warm Springs Boulevard, which connects directly into the new Warm Springs BART Station plaza.

- Warm Springs / South Fremont Community Plan Area
- BART
- Caltrain

Figure 1.1: Location of new Warm Springs BART station within the Bay Area

Per the WS/SFCP Lopes Court will connect all the way to Fremont Boulevard. This close proximity to the new BART station offers a real alternative to vehicles by providing access to mass transit and linking the district to the entire Bay Area.

The site is bounded by two arterial streets – Fremont and Grimmer Boulevards. These major thoroughfares provide both opportunities as well as challenges for the site. Fremont Boulevard is characterized as a “major arterial” carrying over 200,000 vehicles a day between downtown Fremont and the I-880 Freeway. It is a major “front door” with high visibility for OWSBS as well as the greater Innovation District.

Grimmer Boulevard provides a southern edge to the site – connecting the OWSBS with Area 4, the Innovation Way Area. Grimmer Boulevard is also a major thoroughfare connecting downtown Fremont to the more suburban residential communities east of the I-680 Freeway.

Grimmer Boulevard presents the opportunity to create a pedestrian and bike-friendly boulevard, providing streetscape amenities and active street-level uses. Lopes Court and Grimmer Blvd will receive intersection improvements enhancing the pedestrian and bike connectivity to the Warm Springs BART Station.

A new north-south street will also be signalized at Grimmer Blvd and will safely connect the site with the new community park and K-5 school located south of Grimmer.

The Community Plan includes extending Tavis Court, currently a cul de sac off of Old Warm Springs Boulevard from Old Warm Springs Boulevard to Fremont boulevard creating a more defined northern edge between the OWSBS and the less intense/more industrial Old Warm Springs Boulevard North Areas.

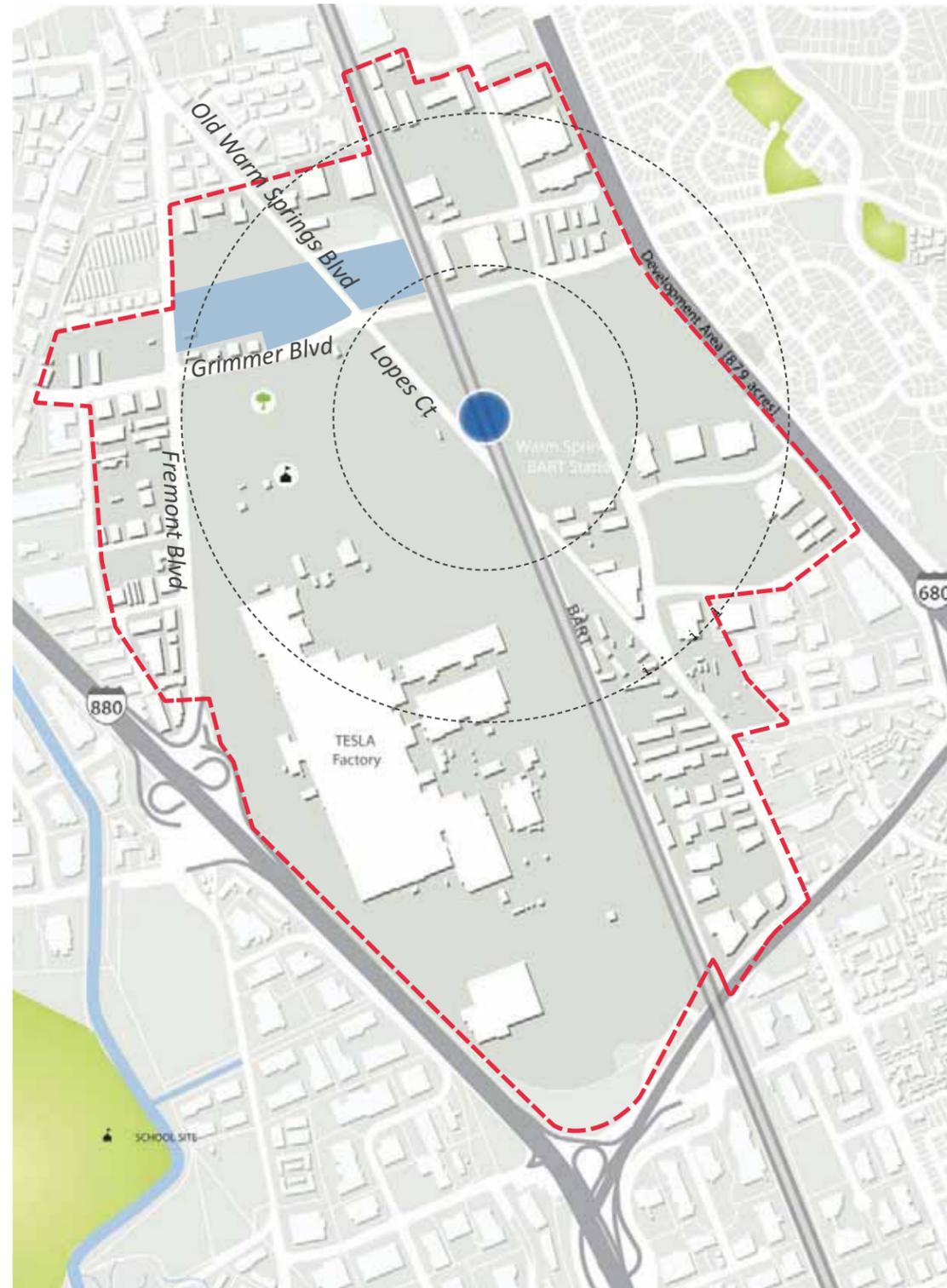


Figure 1.2 (left) and Figure 1.3 (top): Location of Old Warm Springs Boulevard South (OWSBS) site within the WS/SF community plan.



View of site from I-680, with Bay in background



View of site from Old Warm Springs Boulevard looking east



UPRR tracks, with BART station under construction

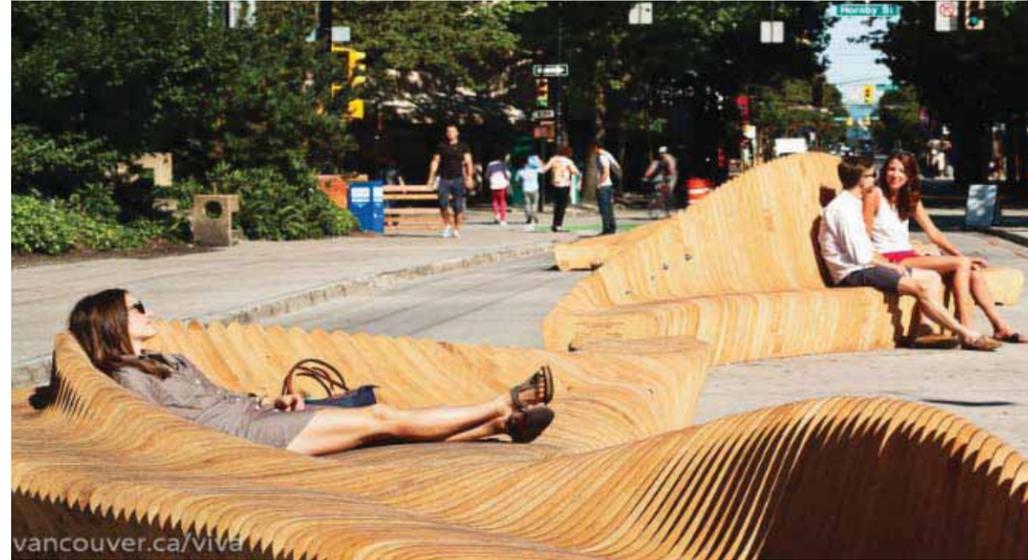


Grimmer Boulevard, with site in background





*Flexible Live-Work Spaces*



*Outdoor living .. and working*



*"The Spark" collaborative workspace*



*Community - building*



*All-inclusive*



*Flexible work spaces*



*Spaces for collaboration and inspiration*

### 1.3 COMPREHENSIVE VISION

As noted in the introduction to the Community Plan, the city of Fremont is:

- The Number 1 city for patents per capita,
- The Number 1 city for tech start-ups per capital and
- Ranked Number 2 as the Best American City for innovation.

The master plan will create a new home for current and future entrepreneurs – as such the plan must be forward-thinking and respond to the lifecycle of businesses, changing lifestyles and work-styles of professionals.

This new paradigm creates a community where residents can truly “live where they work/work where they live” that we are calling the Urban Incubator.

Changes in lifestyle and work environment have blurred the line between workplace and home. “Mobile officing” - once something only utilized by the most innovative tech companies - has become a common practice for both small and large companies allowing businesses the economy of providing smaller traditional work spaces and at the same time giving employees the flexibility to determine when, where and how they work.

Hence, the vision for the district is best summarized as:

**Urban Incubator for Flexible Lifestyle:**  
The district will foster an environment for creativity, innovation and collaboration, serving as an incubator for budding entrepreneurs and professionals alike.

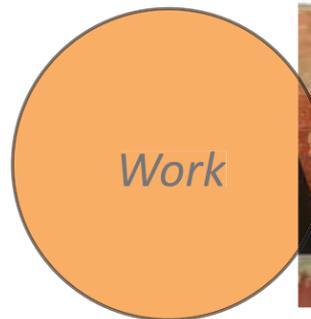
The fluid nature of where and how creative ideas are “hatched” suggests that more and more creative, out-of-the-box ideas come from non-traditional environments. Increasingly some of the most innovative startups begin life in someone’s garage or home office.

As the knowledge-based economy grows there are more and more opportunities for individuals with bright ideas to develop/ fund and bring to market new products – with minimal up-front costs.

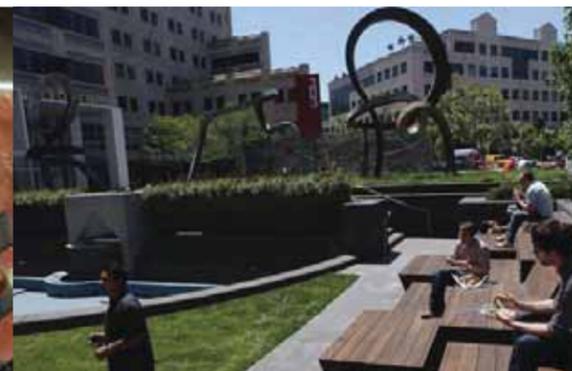
# A New Urban Paradigm – Designing to support Today’s flexible, creative and community focused live-work Lifestyle

## WE WORK:

- Large office / class A / campus / shared
- Collaboratively / Co-working @ “The Spark”
- Live-work from our home office
- Anywhere on mobile devices



Co-Working Spaces



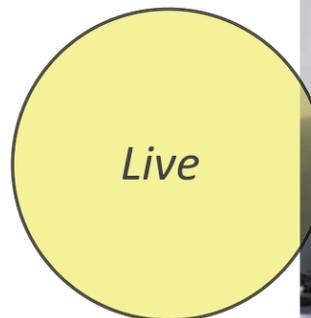
Outdoor Work Spaces



Class A Office

## WE LIVE:

- In families of all kind
- Where we work
- Where our employees come to work
- In Hotel as a home-away-from-home



Home Office



Live -Work



Family Home

## WE PLAY ANYTIME

### – ANYWHERE:

- Workplace Amenities
- Neighborhood Parks / Community Gardens
- Street Festivals / Farmers Markets/Food Trucks
- Near-by trails



Biking to work



Food Trucks



Passive recreation



Fitness

**VISION**

City Council (2010)

Community Quality of Life

Connections

Economic Sustainability

Environmental Sustainability

Future BART

Job Retention and Creation

**COMMUNITY PLAN PRINCIPLES**

Warm Springs/ South Fremont Community Plan (2014)

Innovation Hub

Focused Intensity

Diversity of Uses

Well-loved Public Spaces

Health and Recreation

Ease of Movement

Visually Interesting Urban Fabric

Ecological Health and Sustainability

**MASTER PLAN GUIDING PRINCIPLES**

OLD WARM SPRINGS BOULEVARD SOUTH MASTER PLAN (2015)

**VISION - A NEW URBAN PARADIGM:**  
URBAN INCUBATOR  
FLEXIBLE LIFESTYLE

**GUIDING PRINCIPLES:**

Connectivity  
Community  
Flexibility  
Sustainability

**1.4 GUIDING PRINCIPLES**

The OWSBS Master Plan is an integral part of the overall Warm Springs / South Fremont Community Plan, creating a unique mixed-use neighborhood inclusive of high intensity jobs, residences and community-oriented amenities – providing both traditional workspace environments as well as the opportunity to transform part of their residences into working environments. The site is a transition zone between low to high intensity employment uses on the north and a high intensity mixed-use zone to the south. Leveraging this opportunity the new district responds to and integrates the needs of all phases of enterprise development and growth, while creating a vibrant, connected, and sustainable place to live and work.

This overarching vision of Urban Incubator for Flexible Lifestyle is achieved by adopting the following key guiding principles:

**CONNECTIVITY**

Physical linkages within plan area, encouraging mobility for pedestrians and bicyclists

Inter-connectedness with larger community through attractive streets and open spaces

**COMMUNITY**

Diversity of people from all walks of life and socio-economic background

Gathering places, plazas, parks, and streets that invite walking and social interaction

Collaboration spaces, informal and formal encourage community building

**FLEXIBILITY**

Flexible framework for adaptive land uses, responsive to market-changes over time

Flexible spaces within community and homes provide flexibility to work in living spaces, and live in work-spaces

**SUSTAINABILITY**

Transit-oriented, walkable community reduces dependency on cars and freeways

Natural storm-water management, and features for energy efficiency, promote ecological sustainability



## CONNECTIVITY

The district provides a safe and walkable environment that supports alternative transportation modes and provides easy access to the regional BART transit system. Urban Block sizes will be small and provide frequent intersections. Streets and pathways will be developed with high quality infrastructure and encourage **mobility for pedestrians and bicyclists**.

As a part of a larger system of connectors and open spaces the pedestrian and bike network will link seamlessly to **local and regional parks, trails and biking networks** to promote an active and healthy lifestyle.

Active and safe streets will connect **vibrant and inviting public plazas** and parks to **foster community interaction**.

## COMMUNITY

Going beyond traditional mixed-use developments, the new district strives to create a **diverse, inclusive and adaptive** neighborhood that responds to the needs of entrepreneurs, families, employees and visitors to the district.

Robust community networks will be created by offering diverse housing, working and **community-oriented uses and public spaces** that contribute to a high quality of life and livability of the district. The neighborhood will offer convenient access to a wide variety of amenities and services that meet daily social and recreational needs for residents, visitors and workers alike.

The Spark, a collaborative place for working and connecting, will be a creative anchor for the community.



## FLEXIBILITY

This master plan provides a **framework** of streets, open spaces and infrastructure, to accommodate **adaptive land uses** that can respond to market-changes over time. The transit-oriented, scalable nature of the plan will attract creative, tech entrepreneurs as well as more established enterprises, and diverse residents from all walks of life.

Flexible spaces within the new community and within individual homes will provide **flexibility to work in living spaces, and live in work-spaces** to foster creativity, collaboration, and shared learning and working.

Both the public realm and indoor spaces are designed to create an environment that offers users a variety of workspaces and amenities to complement the new work culture of the 21<sup>st</sup> century. This new community will foster business incubators as well as more mature companies providing opportunities to create a wide range of jobs from corporate, R & D offices to small scale offices, startups and live work units. Flexible designs for residential development provide non-traditional workplaces supporting the needs of a young, creative workforce.



## SUSTAINABILITY

The site and buildings will be designed utilizing a variety of **green building elements** to create a healthy, walkable neighborhood that complements the new public transit.

The project will include **storm water management best practices**, climate appropriate landscaping, low water usage, healthy building materials and energy efficient buildings.

Commercial and hotel buildings will incorporate environmentally sustainable features beneficial to **health and the environment**.

A TDM compliance plan will be implemented to facilitate **non-auto trips**.

## 1.5 MASTERPLAN APPROACH

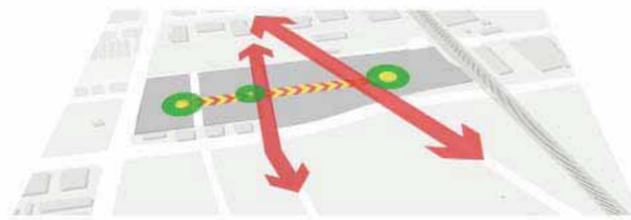
In order to provide a maximum flexibility to adapt to changes in life-style and market forces, the backbone of the physical plan has to offer strong organizational elements that can house flexible uses. This framework is primarily comprised of two organizational elements: Links and Nodes.

Nodes are places of activity and interaction, and include centers with commercial services, public plazas and parks, and community centers. Nodes are typically spaced within easy walking distance to each other, providing a strong sense of place for the surrounding area.

The new community will be anchored by two major nodes and one secondary node:

1. East node - Inspiration Plaza: A public plaza or park on Old Warm Springs Boulevard at the intersection with the new east-west street, activated by ground-floor services and the community's co-working space - The Spark.
2. West node - West Plaza: A public plaza associated with the new Inspiration office complex on the western edge of the new community.
3. Secondary Node: A public plaza located at the intersection of the new north-south with new east-west streets

A local east-west street and green space will link these nodes, and represent the "Inspiration Spine" of the new community.



Links & Nodes composite create backbone for flexible land uses



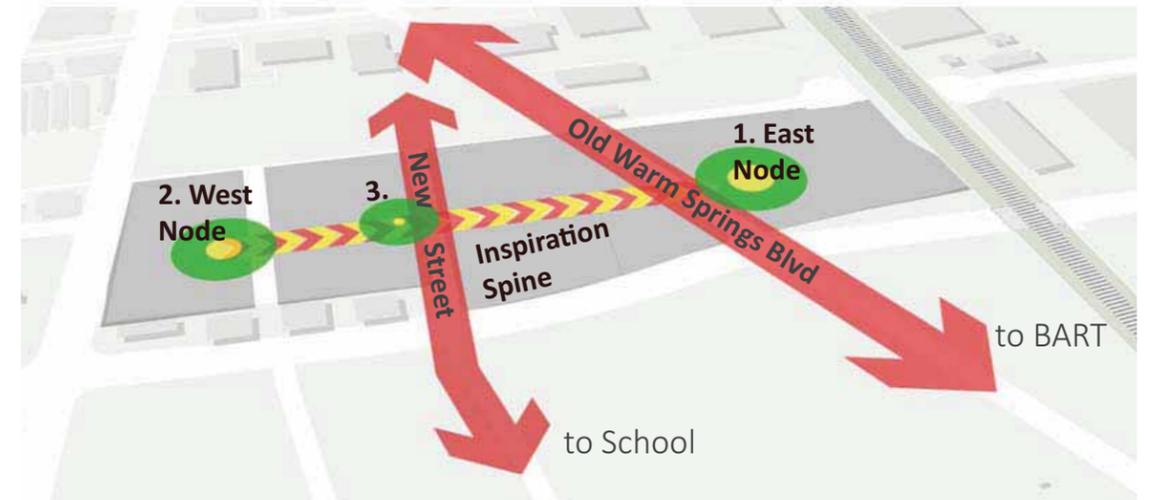
Nodes: main activity nodes at both ends of "Inspiration Spine", and a secondary node in-between



Internal Link: East-west link is the community's "Inspiration Spine"



External Links: Old Warm Springs connects with the greater Fremont community and BART. N-S street connects to the school and community park.



Activity nodes character

## CHAPTER 2 LAND USE STRATEGY

The OWSBS Master Plan offers a transition from Area 4, with its more traditional mix of residential and commercial uses to Areas 2 and 5 which include potential for R&D industrial/manufacturing start-ups. As such it represents a unique opportunity to create a new incubation center - supporting non-traditional work places for start-ups and entrepreneurial development opportunities as a part of a new residential-mixed use paradigm.

OWSBS Master Plan includes the following **commercial uses** that meet the WS/SFCC's target for non-residential development within this area:

- An **office** site on Fremont Boulevard (mostly located in the Area 1 portion of this master plan) providing a commercial edge along one of Fremont's major urban corridors;
- A **hotel** at the corner of Grimmer Boulevard and Old Warm Springs Boulevard creating an iconic gateway to the Warm Springs BART Station;
- A **co-working center** at the corner of OWSB and the new local East-West street.
- **Ground Floor Retail** within mixed use residential projects
- **Live-Work \ Commercial spaces** along OWS and Inspiration Spine

The Master Plan's incorporation of a variety of commercial uses helps accomplish one of the core tenets of the WS/SFCC by providing an innovative working and living environment; one that allows future residents to work in close proximity to the home and capitalize on the flexibility of the working environments provided by the master plan."

Each of the commercial activities - office, hotel and co-working "The Spark" are located at critical junctures within the Master Plan. Together with the flexibly designed residential community components, they create a balanced, mixed-use neighborhood that complements and supports the vision of the WS/SFCC.



Figure 2.1: Land Use types within the OWSBS site

## 2.1 INSPIRATION SPINE

The neighborhood east/west corridor, “Inspiration Spine”, is the primary organizing design element for master plan linking together all neighborhood areas. Consistent with the Guiding Principles for the Master Plan Inspiration Spine, composed of a series of links and nodes provides strong physical linkages within the plan area via a safe and walkable environment. It could be used by food trucks or closed off for street fairs or farmers markets.

Activity nodes along the way offer gathering places for the community for a diverse and flexible array of informal and formal community activities.

Inspiration Spine is designed to support pedestrians, bicyclists and the “transit first” goal for the greater Warm Springs community

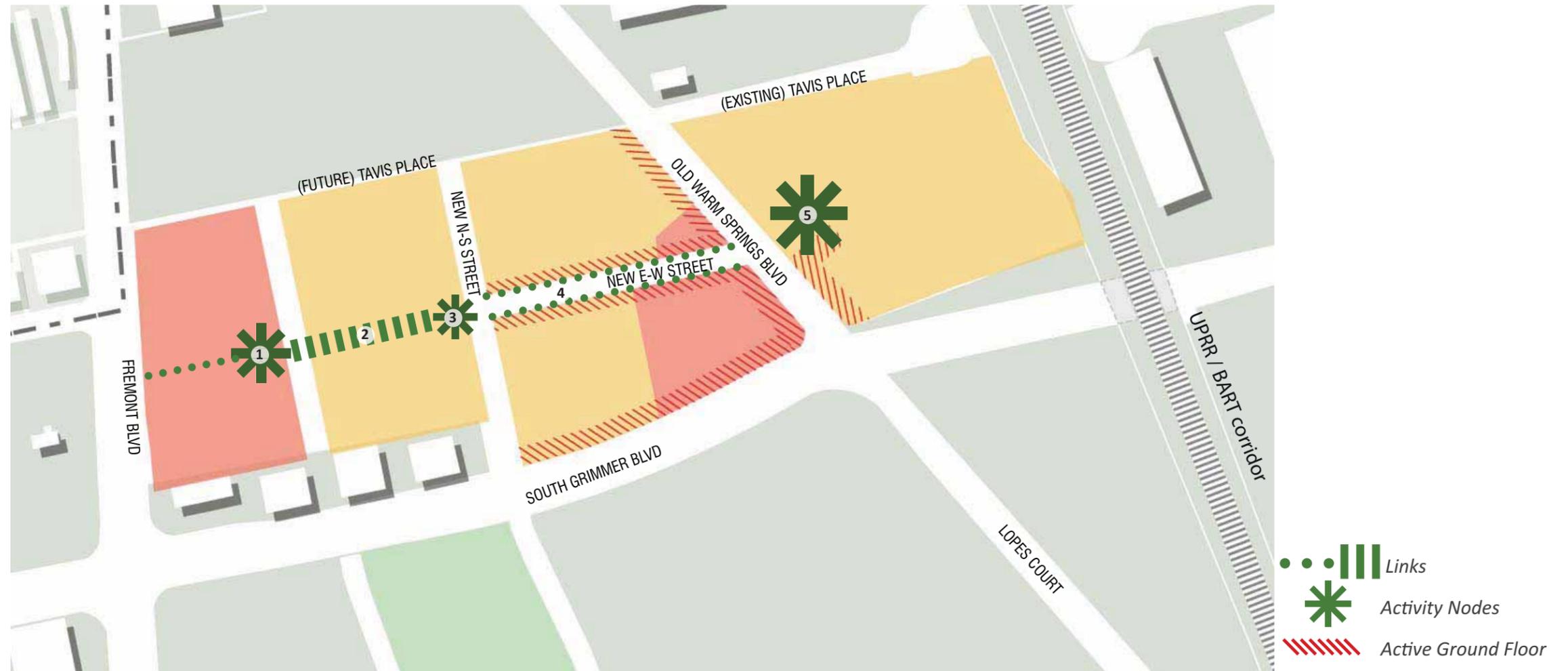


Figure 2.2 : Key Elements defining the Inspiration Spine



1 WEST PLAZA  
plaza/park associated with work and play



2 NEIGHBORHOOD MEWS  
community amenities and row houses



3 COMMUNITY GATEWAY



4 A PEDESTRIAN STREETScape  
local street with Live-Work spaces



5 INSPIRATION PLAZA  
plaza/park with commercial on ground-floor



The “Inspiration Spine” supports the vision for a new urban incubator with flexible live-work lifestyles and the guiding principles for the master plan.

**1. WEST PLAZA**  
(WEST NODE)

The terminus of the linear greenway becomes the third node, “West Plaza”, a gathering place for those who live and also for those who come to work here. By providing open space, seating and public amenities, this node becomes a valuable amenity for office development as well as another flexible activity node for the entire neighborhood.

**2. NEIGHBORHOOD MEWS**  
(INSPIRATION SPINE - WEST)

East of the community gateway the pedestrian greenway, lined by residential buildings, becomes the centerpiece of the Urban Residential community connecting to the “Innovative Office” area which is bounded by Fremont Boulevard.

**3. COMMUNITY GATEWAY**  
(SECONDARY NODE)

At the intersection of the new north/south road the spine transitions from neighborhood road to pedestrian greenway. A second public node at this intersection creates a gateway of sorts from the north south roadway to the east/west neighborhood corridor.

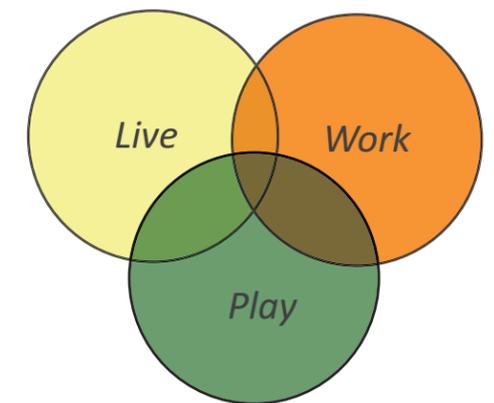
**4. PEDESTRIAN STREETScape**  
(INSPIRATION SPINE - EAST)

Moving East, the neighborhood street link is lined by live/work units with multiple points of access into surrounding urban residential live/work enclaves. Flexible live/work spaces and lobby areas open onto the street with small plazas / widened sidewalk in front, further enriching the pedestrian experience.

Ample on-street parking and well-designed streetscape amenities support commercial ground-floor uses as well as encourage residents to walk from their homes/work spaces to coffee houses and other community amenities at the corner of Old Warm Springs Boulevard on their way to the new Warm Springs BART Station.

**5. INSPIRATION PLAZA**  
(EAST NODE)

At the intersection of Old Warm Springs Boulevard “Inspiration Plaza” will become the primary activity area, the “heart” of the neighborhood. This space is identified in the WS/SFCP as a primary gateway enroute to the new BART Station Square and is activated by ground floor uses in the surrounding mixed use buildings such as coffee houses, community workspaces, “off the grid” market places and other supporting amenities. The collaborative workplace environment offered in The Spark as well as public areas in the adjacent hotel also serve as activity catalysts for this dynamic gathering zone.



## 2.2 THE NEW COMMUNITY

With Inspiration Spine as the unifying backbone, the design and organization of the new Master Plan has been carefully crafted to appeal to a diverse array of residents, enterprises, and visitors providing opportunities for unique and innovative living spaces, workplaces and activity centers for the community.

### YOUNG PROFESSIONAL (Living in apartment on site / running a start-up company)



- 7AM**  
Cycles in Fremont Hills
- 9AM**  
Begins working from home
- 12:30PM**  
Drops off puppy at doggie daycare
- 2PM**  
Collaborates with business partners at The Spark
- 5PM**  
Conference call with Asia
- 6:30PM**  
Catches BART for a special evening out in the City

### PARENT (Living in new community with family)



- 6AM**  
Conference call with East Coast from home office
- 8AM**  
Makes breakfast for family
- 8:30AM**  
Walks kids to school
- 9AM**  
Works in home office and in The Spark
- 4:30PM**  
Picks kids up from after-school activities
- 5:30PM**  
Buys dinner from local organi foods store

### COMMUTING PROFESSIONAL (Living in greater Bay Area)



- 8:15AM**  
Arrives by BART
- 8:30AM**  
After grabbing coffee at OWS cafe, walks to Innovation office
- 9:30AM**  
Connected to wifi he works sitting in outdoor work environment
- 1PM**  
Attends international business event at hotel conference space
- 5:30PM**  
Works out in gym, before taking BART back home

### TEENAGER (Living with parents on site)



- 8:15AM**  
Rides bike to school
- 12PM**  
Lunch on plaza with friends, plays game-programming
- 3:30PM**  
Meets friends at Millennial corner store
- 5PM**  
Does homework at "The Spark"
- 7PM**  
Practices basketball in park (or attends welding course in near-by maker space)

### BUSINESS GUESTS (International)



- 7AM**  
Arrives @ SFO airport
- 9AM**  
Arrives @ Warm Springs BART station
- 9:30 AM**  
Checks into boutique hotel
- 10:30PM**  
Attends meetings at Tesla
- 7PM**  
Business dinner at restaurant on Inspiration Plaza

Day in the life scenarios:  
Mixed-use neighborhood supports a wide range of activities and lifestyles

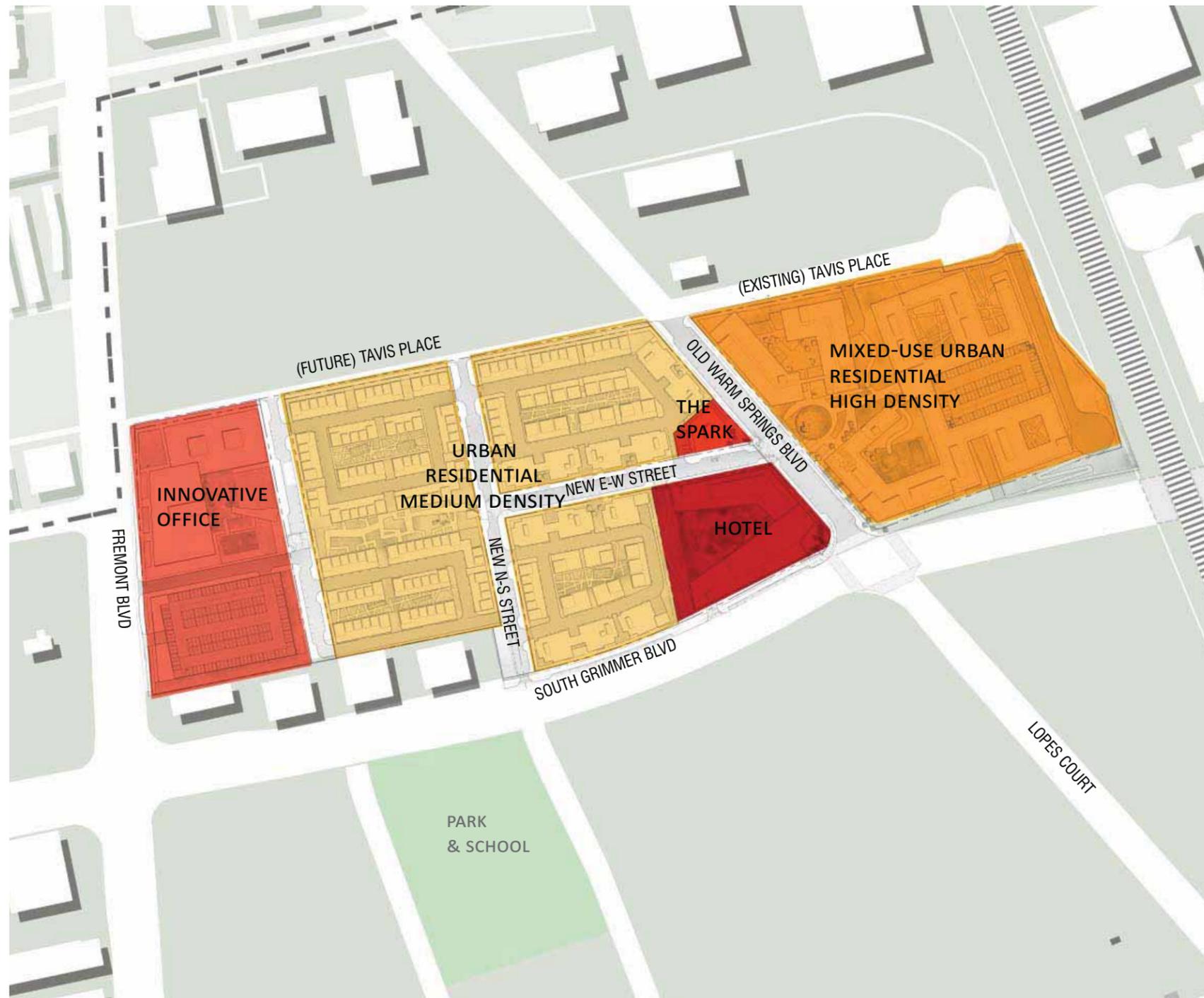


Figure 2.3 : Land -Use Mix distribution

## 2.3 MIX OF USES

The OWSBS Master Plan is truly a testing ground for new ideas – In response to these new notions of how people live/work/play the new district reflects a notion of how future urban communities are developed to address this new direction in lifestyle. The OWSBS district is comprised of four main uses:

### INNOVATIVE OFFICE

The area east of Fremont Boulevard offers employment generating uses. Prominently located along Fremont Boulevard, the Innovative Office site is the front door to this unique neighborhood and connects to other commercial/industrial uses along this major arterial street. (As noted, the office site is located in the Community Plan Area 1 of this Area 3 OWSBS Master Plan.)

### THE SPARK

The Spark offers the community a collaborative workplace with shared work stations, small office rental spaces and state-of-the-art infrastructure.

The Spark supports a community-building environment and provides a strong anchor for the neighborhood.

### HOTEL

(TRANSIENT LIVE AND WORK PLACE)

The new neighborhood is anchored by a boutique hotel, providing the latest in business facilities and social activities as well as convenient and connected accommodation for the visitors to the larger Warm Springs district.

### RESIDENTIAL

#### MEDIUM DENSITY URBAN RESIDENTIAL:

3-4 story residential units offer flexible spaces within selected units providing a range of options for residences and startup enterprises. The flexible units support an up-and-coming, entrepreneurial lifestyle providing an ideal live/work environment.

#### HIGH DENSITY MIXED-USE URBAN RESIDENTIAL:

Providing both market-rate and affordable residences the area east of Old Warm Springs Boulevard is the highest density environment in the Master Plan and is an easy walk to the new BART Station Plaza.

The “heart” of this area will be a public plaza, “Inspiration Plaza”; located along Old Warm Springs Road providing the neighborhood with a gathering spot complete with coffee shops, workspace community areas, “off the grid” marketplaces and other supporting amenities.

## 2.4 DENSITY & INTENSITY

In conformance with the Community Plan, higher intensity and density is concentrated within the 1/4-mile radius of the Warm Springs BART station; lower residential densities are located beyond.

Parcel 4, while partially outside the 1/2-mile radius, presents an ideal opportunity for an innovative office area creating a strong presence on Fremont Boulevard and addressing an underserved product type in the Warm Springs area.

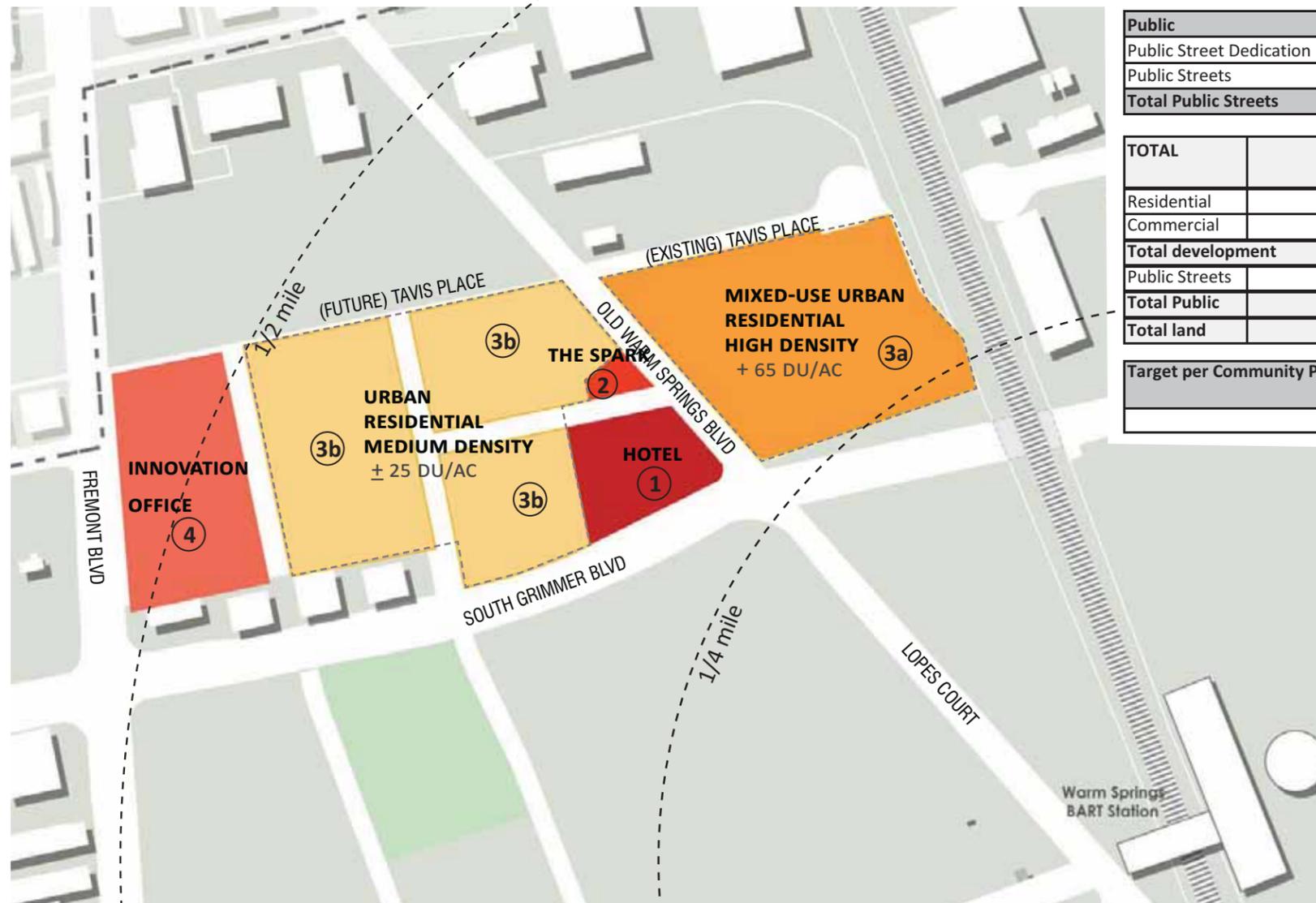


Figure 2.4: Density and Intensity distribution over the parcels within the district

Residential Development		Site Area	Density	Dwelling Units	Open Space	
					Public Plaza	Private Common
Parcel 3a	Residential - Market Rate - Affordable	8.0 ac	66 du/ac	422 102	0.50 ac	22,000 sf min 5,000 sf min
Parcel 3b1-3	Residential - Market Rate	10.8 ac *	24 du/ac	261	0.25 ac	13,000 sf min
<b>Total residential development</b>		<b>18.8 ac</b>		<b>785</b>	<b>0.75 ac</b>	<b>40,000 sf min</b>
			<b>42 du/ac</b>	<b>785 du</b>		

Non-residential Development		Site Area	Commercial Floor Area	Intensity	Open Space	
					Public Plaza	Private Common
Parcel 3a	Retail on ground floor		8,000 sf			
Parcel 1	Hotel (125 -150 rms)	2.0 ac	50,000 sf	0.57 FAR	----	1,250 sf min
Parcel 1	Restaurant on ground		6,000 sf			
Parcel 3b-1	Live-work \ Commercial ***		3,000 sf			
Parcel 3b-2	Live-work \ Commercial ***		3,000 sf			
Parcel 2	"The Spark"	0.3 ac	5,000 sf	0.38 FAR	----	----
Parcel 4 **	Office	4.5 ac *	250,000 sf	1.28 FAR	0.25 ac	6,250 sf min
<b>Total commercial development</b>		<b>6.8 ac</b>	<b>325,000 sf</b>		<b>0.25 ac</b>	<b>7,500 sf min</b>

Public	Site Area				
Public Street Dedication	0.3 ac				
Public Streets	2.8 ac				
<b>Total Public Streets</b>	<b>3.1 ac</b>				

TOTAL	Site Area	Commercial Floor Area	Dwelling Units Market Rate	Open Space	
				Public Plaza	Private Common
Residential	18.8 ac		785	0.75 ac	40,000 sf min
Commercial	6.8 ac	325,000 sf		0.25 ac	8,000 sf min
<b>Total development</b>	<b>25.6 ac *</b>	<b>325,000 sf</b>	<b>785 du</b>	<b>1.00 ac</b>	<b>48,000 sf min</b>
Public Streets	3.1 ac				
<b>Total Public</b>	<b>3.1 ac</b>				
<b>Total land</b>	<b>28.7 ac</b>				

Target per Community Plan:	Commercial	Dwelling Units	Open Space	
			Public Plaza	Private Common
	294,030 sf	800 du	unquantified	48,000 sf min

NOTES: All numbers are approximate.  
 \* acreage including easements  
 \*\* Parcel 4 is located in a small portion of Community Plan Area 1, which is incorporated into this Master Plan  
 \*\*\* May be live-work, traditional commercial storefront, or a combination of thereof

The residential units include 102 affordable units. The 102 units represent: 13.4% of the 261 market rate for-sale units (35 units) and 12.9% of the 524 rental apartments (67 units). The developer is seeking affordability levels of low and very low income households, as provided for under FMC 18.155.080(a)(1).

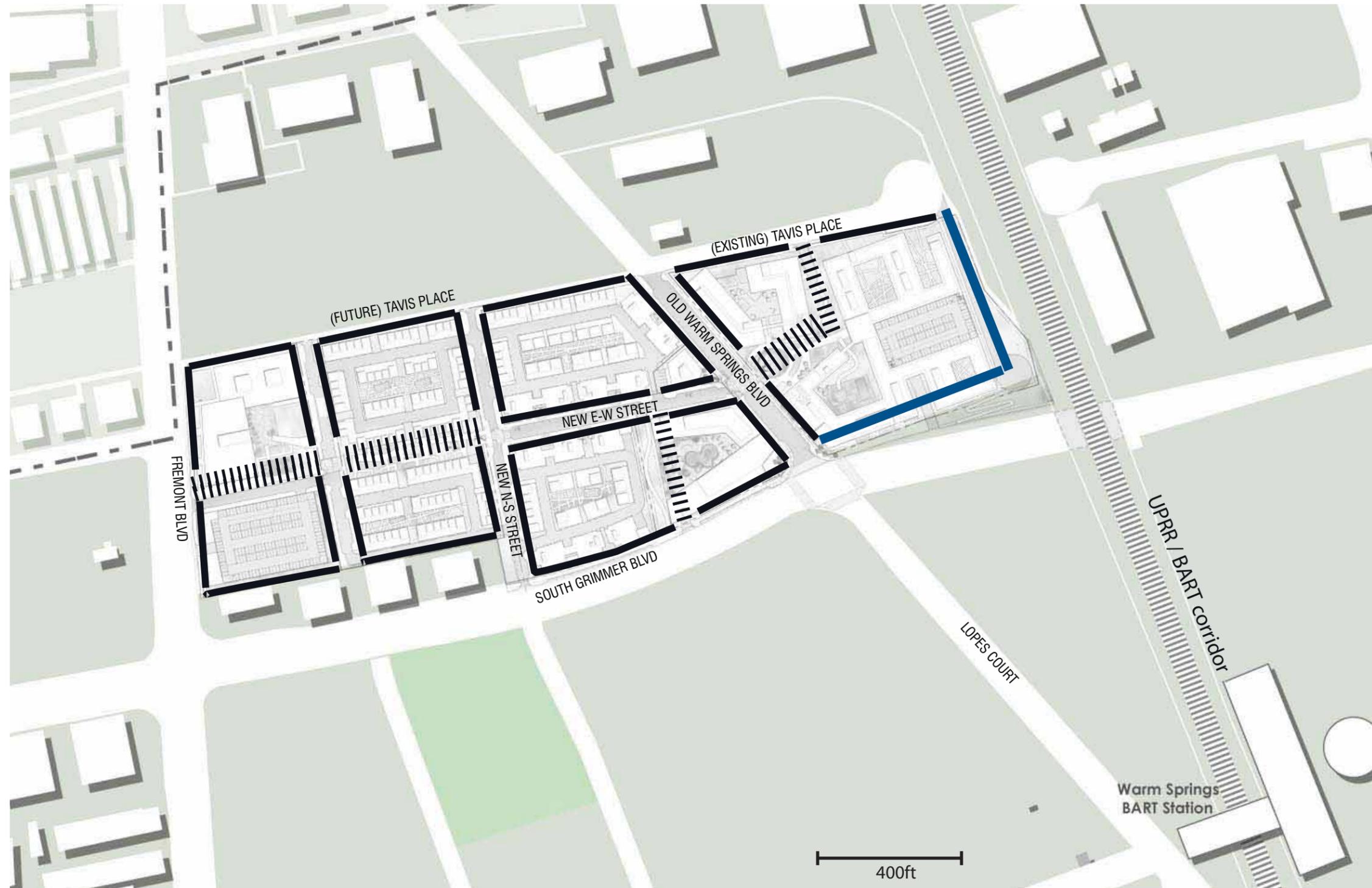
Developer agrees that its obligation to construct the Affordable Housing Component shall remain unmodified and in full force and effect regardless of whether (i) any court of law should determine after the Agreement Date that City's affordable housing ordinance set forth in Municipal Code Chapter 18.155 is invalid in whole or in part based on failure to meet nexus and rough proportionality requirements or other grounds or (ii) City amends Municipal Code Sections 18.155.030(a)(1), 18.155.080(a)(1) and/or 18.155.085(a) to reduce the percentage of living units that must be offered for rent to moderate-, low-, very-low, or extremely low-income households.

## 2.5 BLOCK DIMENSIONS

To create an urban environment that truly invites pedestrian activity, it is important to provide a walkable urban grid with small block sizes and frequent intersections that offer multiple choices for a pedestrian's path of travel.

While ensuring efficiently developable parcel sizes, this master plan is in keeping with the Community Plan's goal to create block sizes with a typical length under 400 feet.

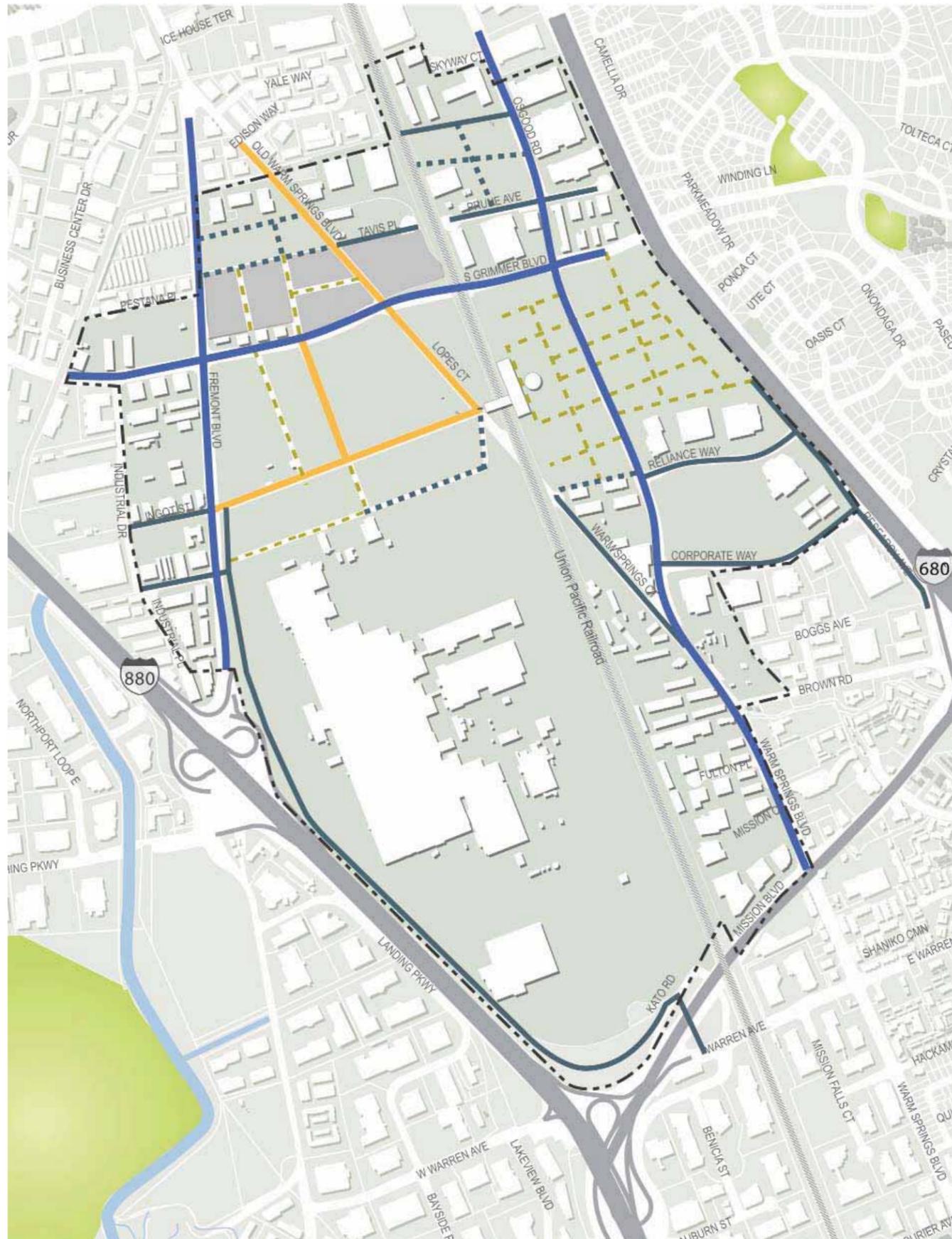
Where the block lengths of multi-family block exceeds 400 ft on Grimmer Boulevard, the block will be broken down with building modulation and intermediate private common open spaces.



-  Public Street Edges
-  Public Easement / Pathways
-  Blocks exceeding 400 ft  
(but less than 500 ft)

Figure 2.5: Block dimensions and public streets/easements network

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## CHAPTER 3 PUBLIC REALM: CIRCULATION

The circulation system is designed to easily connect the entire neighborhood to transit, open space and all amenities within the neighborhood as well as in adjacent areas. This interconnected network of public streets and pathways forms the structure of the community and provides a strong framework to support diverse land uses and activities.

The master plan has carefully coordinated the circulation system with open spaces and active street frontage to support a variety of diverse venues within the community. Streets will be pedestrian-focused and bicycle-friendly ensuring a safe, comfortable and convenient public realm for residents and visitors alike. Street landscape will be designed utilizing drought tolerant species reflecting the intent of the WS/SFCC to create a sustainable green infrastructure.

- Master Plan Area
- Community Plan Boundary
- Urban Corridor
- Urban Street
- Industrial Street
- Industrial Street (Proposed)
- Local Street

Figure 3.1: Street Typology Plan

### 3.1 STREET NETWORK AND TYPOLOGIES

As prescribed by the WS/SFCP all streets in the district will be designed as “complete streets” to accommodate a wide range of uses and contribute to the livability, health and quality of life for the neighborhood. The master plan features a fine street grid creating a highly permeable district that provides convenient access to destinations and public transit. All streets feature traffic calming and pedestrian-prioritized intersections to accommodate multi-modal users.

A primary new street within the OWSBS Master Plan is the new east-west neighborhood road which is at the heart of what makes this new neighborhood unique. While this new street is fully accessible by car it is more importantly the primary pedestrian and bicycle spine connecting Old Warm Springs Boulevard to open space connectors and public open spaces both within the neighborhood as well as to adjacent areas and community-wide amenities. Public open spaces along the street provide gateways into the neighborhood from the new BART Station as well as from the Public Park and K-5 elementary school to the south.

Consistent with the WS/SFCP the master plan includes the following street typologies which meet the OWS/SFCP ROW dimensions.

- Urban Corridors
- Urban Streets
- Local Streets
- Industrial Streets

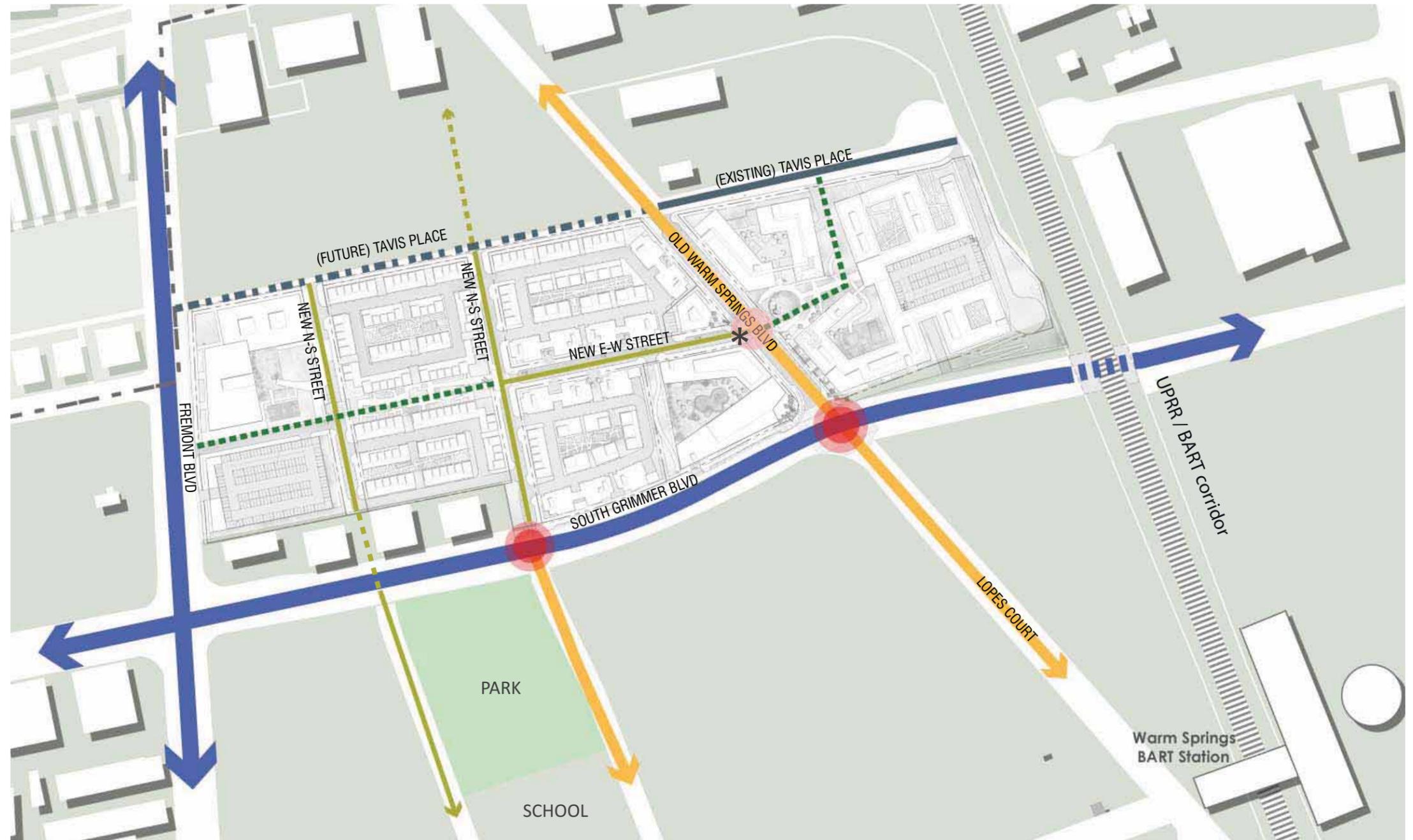


Figure 3.2: Site street typology Plan. Together with pedestrian and bicycle pathways the street typologies form a circulation network that provides safe and convenient connections to surrounding parcels.

\* New East-West Street shall be revised to intersect with Old Warm Springs Blvd at a 90 degree angle per Figure 4 of Fehr & Peers Site Access and Circulation Analysis dated January 7, 2016.

- Urban Corridor
- Urban Street
- Industrial Street
- Local Street
- Future Street Connection
- Pedestrian and Bike Pathways
- Intersection Improvements
- New Mid-block Improvements

### 3.2 URBAN CORRIDOR: GRIMMER AND FREMONT

Both Grimmer Boulevard and Fremont Boulevard are defined as Urban Corridors, a street typology associated with high-volume traffic serving as transportation corridors to connect key destinations, activity centers and BART Stations throughout the city.

These corridors are typically four-lane streets designed to accommodate cars, buses as well as bicycles and pedestrians. They include a landscaped median that transitions to a left-turning lane at intersections. The pedestrian-focused and bike-friendly streetscape design provides access to alternative transit modes with bus and shuttle stops, signalized pedestrian crossings, and bike lanes. Additional streetscape amenities include street furniture, trees, appropriately scaled lighting and bike-parking.

Within the OWSBS Master Plan the urban corridors are fronted by office, hotel and residential mixed uses that create active street edges. Grimmer Boulevard, activated by a hotel and residential mixed-use edge, becomes a major connector to the south, linking OWSBS to the public park and the K-5 school. Fremont Boulevard has an active office edge that complements the low to medium intensity R & D uses across the street.

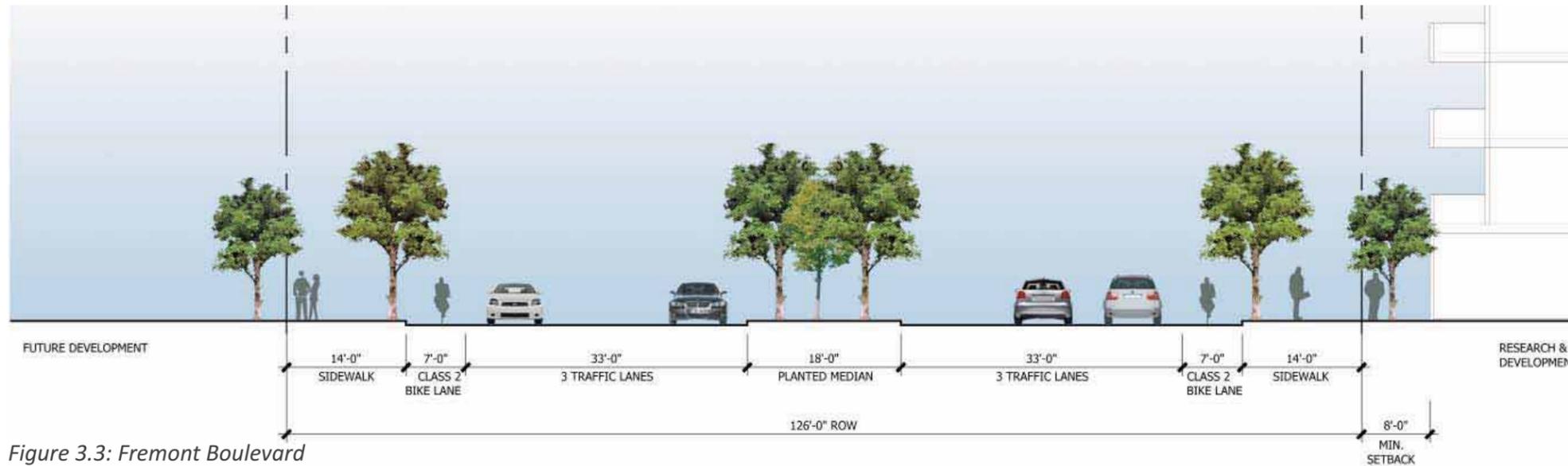


Figure 3.3: Fremont Boulevard

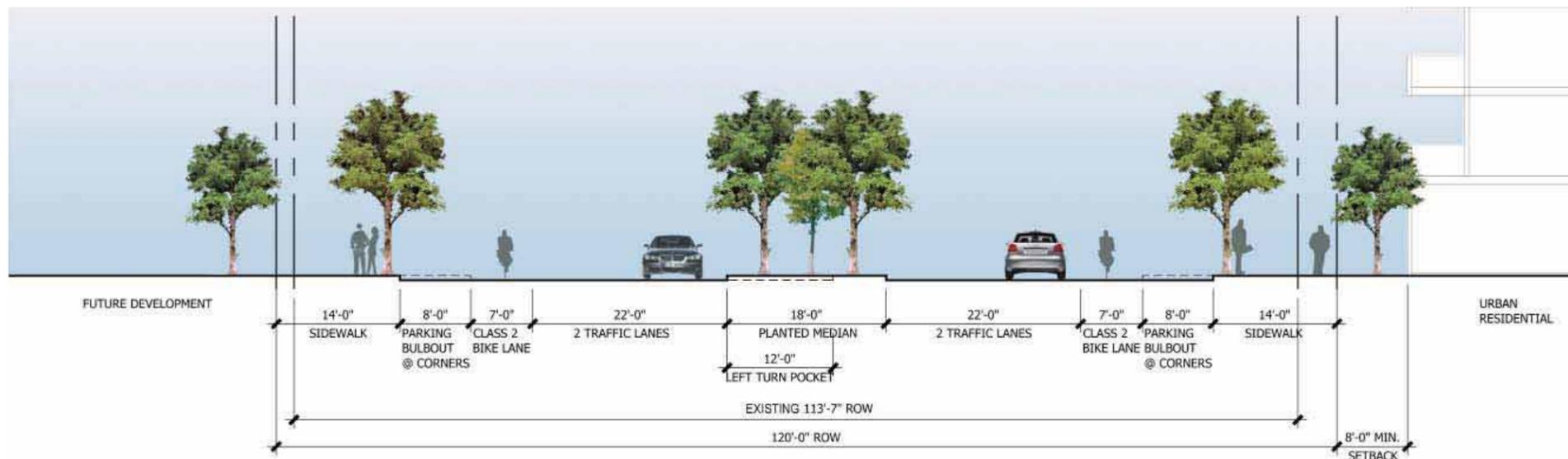


Figure 3.4: South Grimmer Boulevard



Visualization from Community Plan of street character - Urban Corridor

### 3.3 URBAN STREET: OLD WARM SPRINGS BOULEVARD

Urban Streets are intended to enhance adjacent commercial and retail areas, and contribute to identity of a community. Within the OWSBS Master Plan Old Warm Springs Boulevard is an important local street as well key connection, linking the neighborhood directly to the BART station.

Urban Streets are typically multi-modal streets that support high volumes of traffic especially during peak hours. They include two travel lane streets, with on-street parking, street trees, landscaping, sidewalks, scaled lighting, two-way bike lanes. They serve as “backbone streets” that provide an entrance to community and lead to important destinations.

The Old Warm Springs Boulevard is an important pedestrian and bike connector to BART station for the larger neighborhood. Ground-floor commercial uses such as convenience retail, coffee shops, restaurants, hotel and “The Spark” with its co-work spaces activate the street, enhance community identity and provide a “sense of place” for the entire neighborhood.

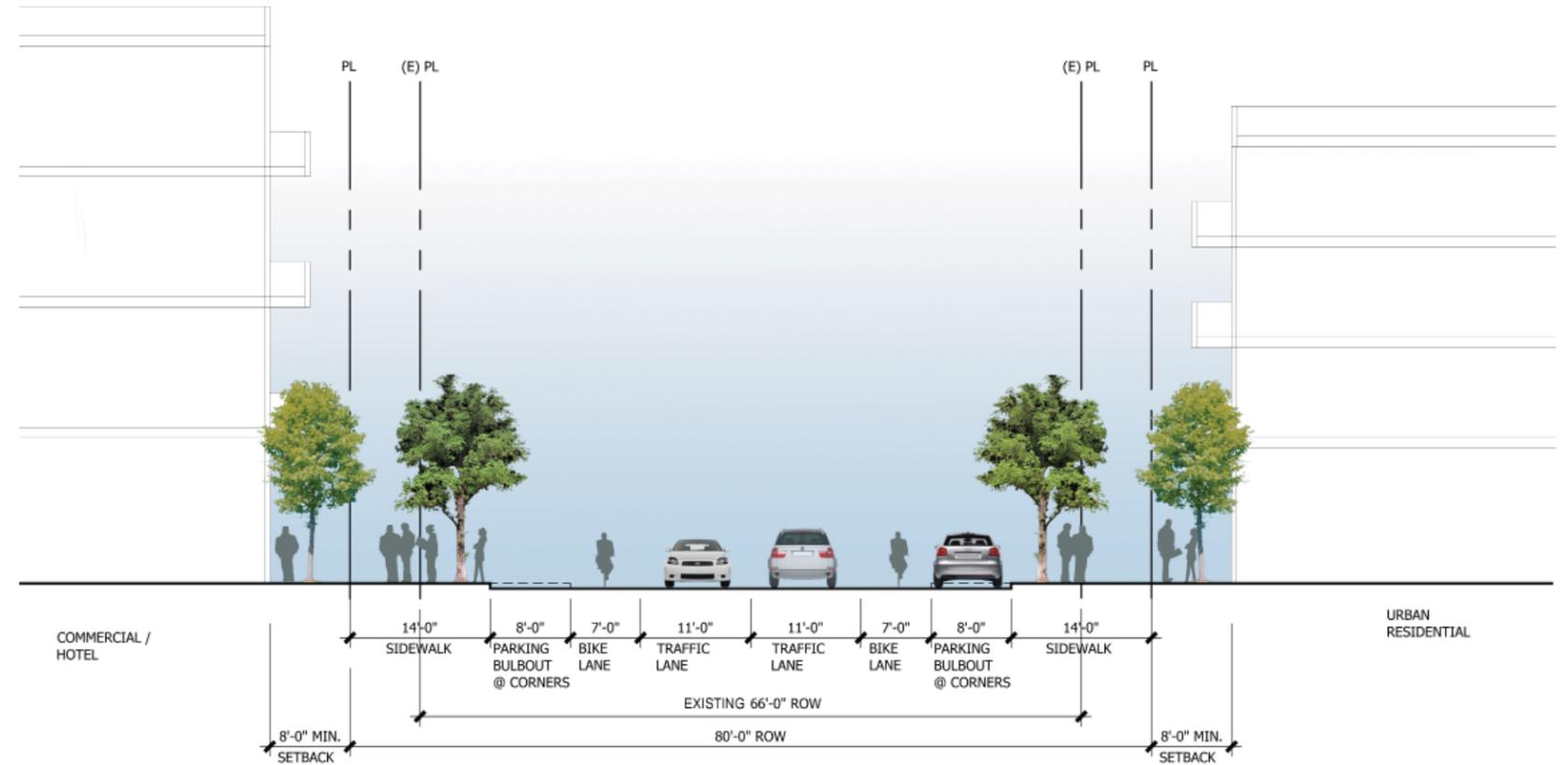
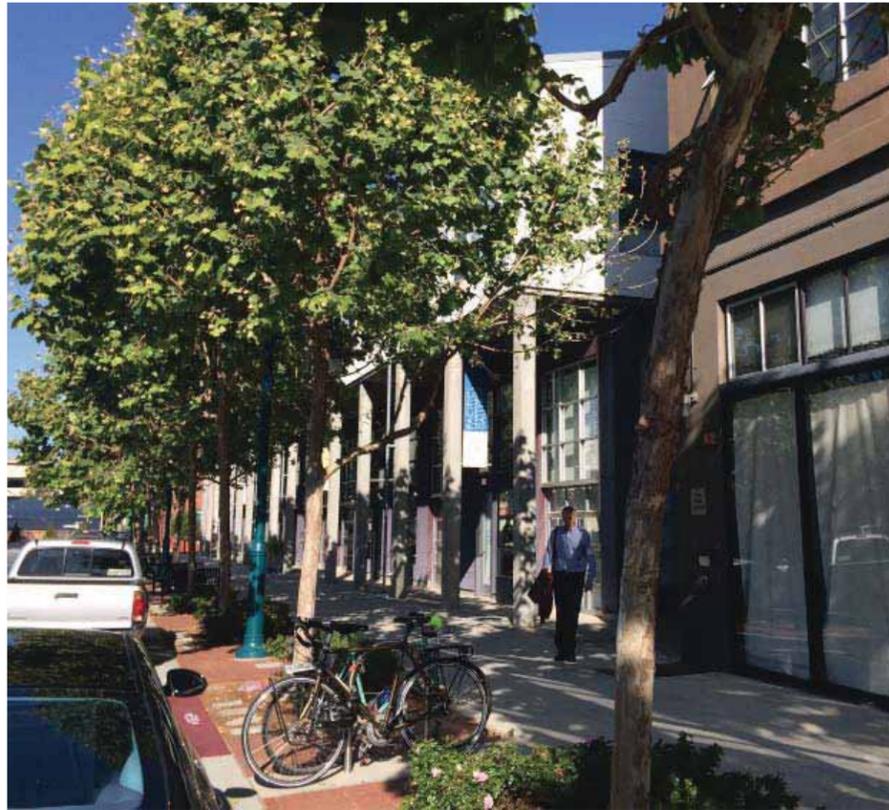


Figure 3.5: Old Warm Springs Boulevard





street - sidewalk - building relationship



sharrow (shared road)



Street event potential

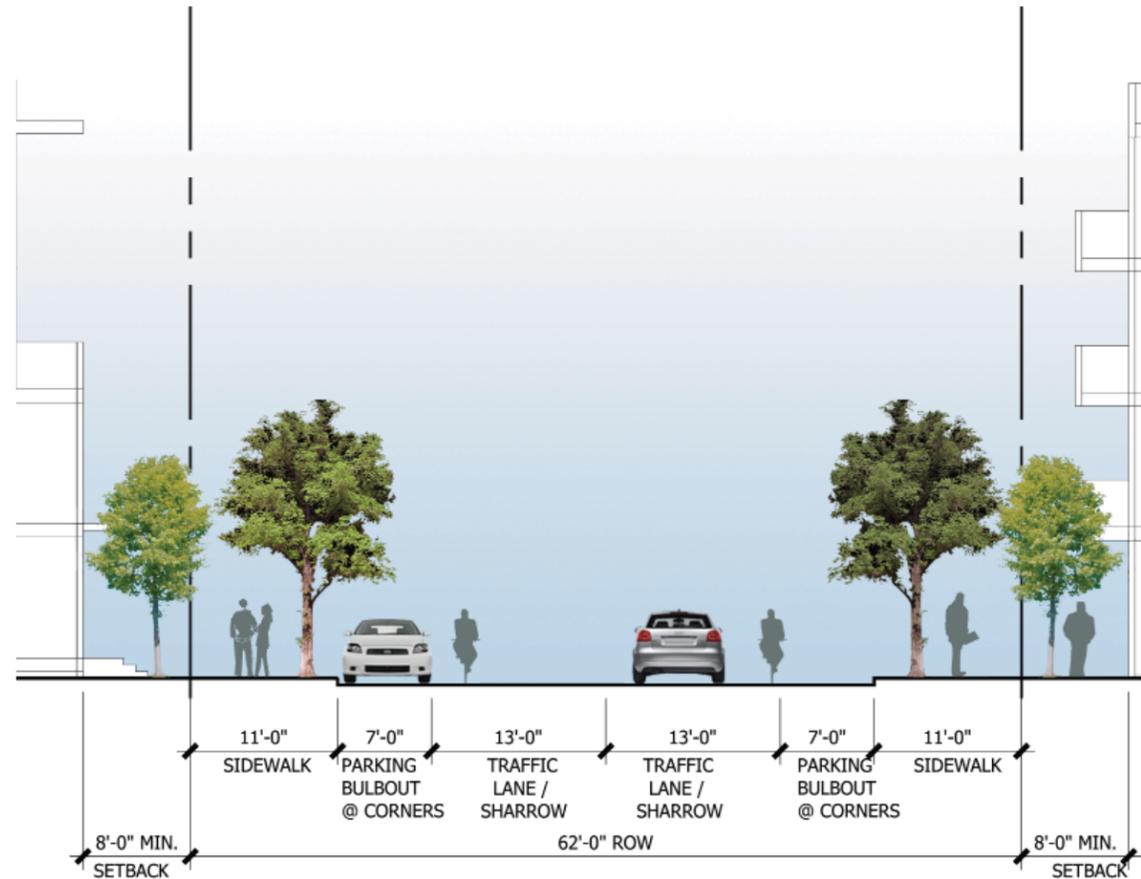


Figure 3.6: Local Street section

### 3.4 LOCAL STREET

Consistent with the WS/SFCP all local streets are designed to provide final access to non-residential and residential properties. These streets have limited through traffic with low travel speeds. They are traffic-calmed and contribute to character and public realm of the neighborhood. They typically include a travel lane in each direction and bike sharrows, (shared lane markings indicate that bicycles will share the lane with automobiles). They are characterized by narrow right of ways, smaller curb radii, parallel on-street parking, canopy street tree plantings and pedestrian scaled street lighting.

Local streets within the OWSBS Master Plan are an integral part of the neighborhood character and community identity. The E-W Local Street is part of the internal corridor, – “Inspiration Spine” - supporting active residential and live-work uses and the east-west local street links the two important nodes; Inspiration Plaza and the Community Gateway. There is the potential to close this street to automobile traffic on weekends for scheduled farmer markets and other “off-the-grid” food truck events and festivals.

The north-south local street connects the district to the school and the community park south of Grimmer Boulevard. The Master Plan shall incorporate the pedestrian crossing treatments at the intersection of the New East-West Street and Old Warm Springs Boulevard and the intersection of the New East-West Street and New North-South Street as detailed in Fehr & Peers “Site Access and Circulation Analysis” dated January 7, 2016.

### 3.5 INDUSTRIAL STREET: EXISTING AND FUTURE TAVIS PLACE

As per the community plan, Industrial Streets provide access to industrial and R & D land uses. They are primarily designed to accommodate larger vehicles - trucks and trailers- with larger turning radii at intersections. They have provisions for bike lanes and sidewalks and limited on-street parking.

Currently Tavis Place exists as an industrial street running from railway ROW to Old Warm Springs Blvd. The WS/SFCP indicates that Tavis Place will be extended to intersect with Fremont Boulevard. This master plan proposes residential use on the south side of Tavis Place and includes residential on street parking on this side. The proposed (long-term) Tavis Place aligns with the existing Tavis Place. The appropriate ROW area is reserved for the future construction of this road at the time the property to the north is redeveloped.

The sidewalk and curb/gutter on the south side of Tavis Place will be constructed as a part of the WSBS Master Plan.

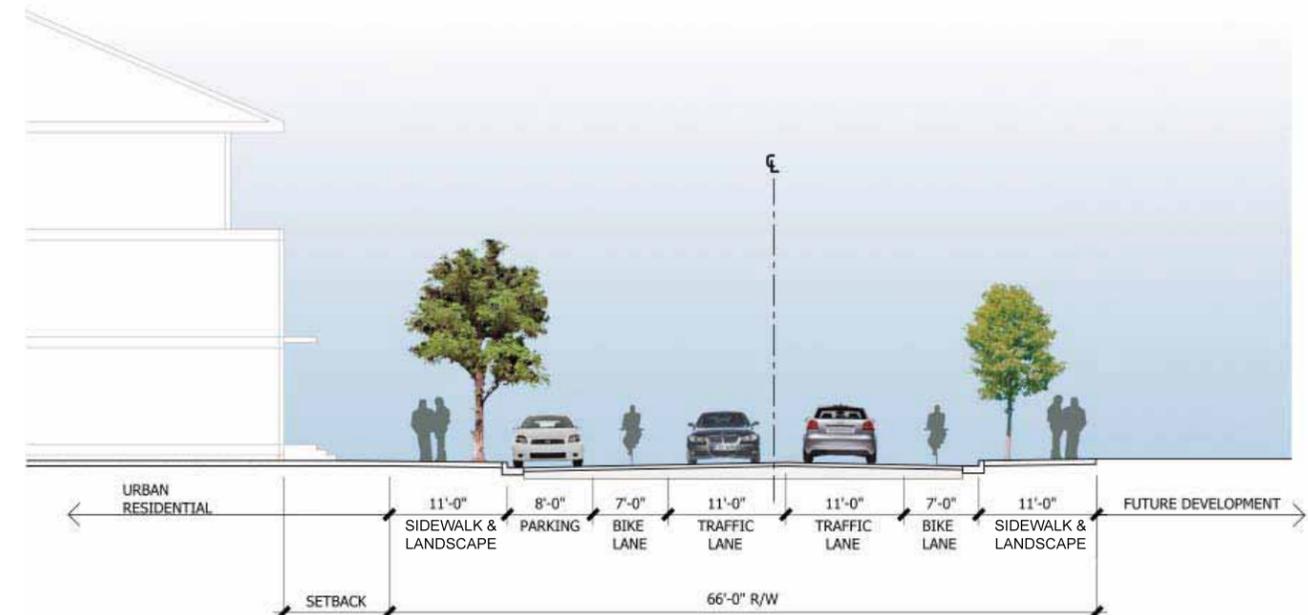
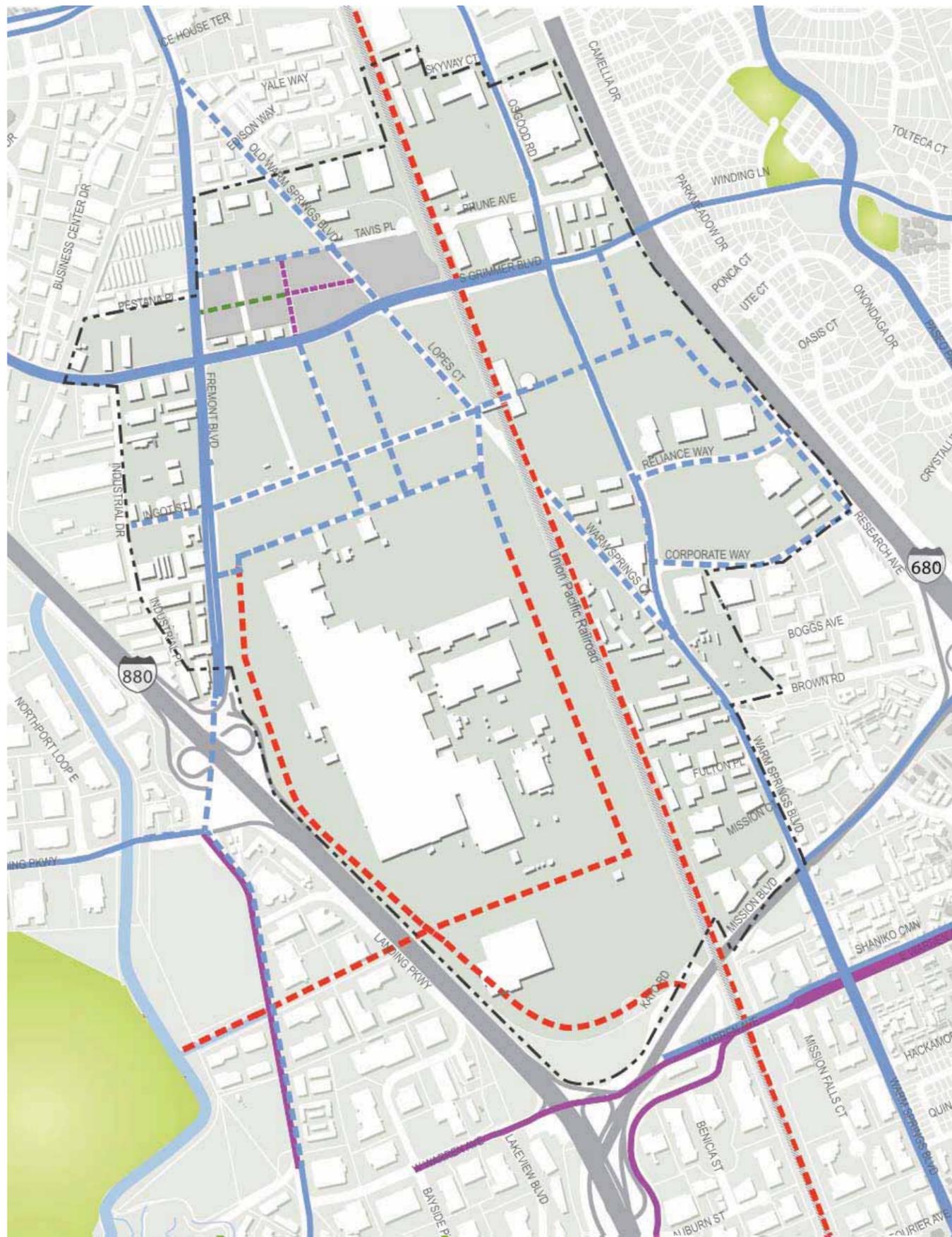


Figure 3.7: Final Tavis Place build-out at completion of entire Community Plan



- Master Plan Area
- Community Plan Boundary
- Class I Multi-Use Path (Proposed)
- Class II Bike Lane (Existing /Proposed)
- Class III Bike Route (Existing /Proposed)
- Proposed Bike/Pedestrian Connector

Figure 3.8: Bicycle Network Plan

### 3.6 PEDESTRIAN AND BICYCLE NETWORK

The bike network within the Master Plan, includes Class 2 bike lanes and bike/pedestrian connectors that seamlessly connect with the local and regional bike network (Figure 3.8). The district also provides unrestricted pedestrian connectivity through a network of sidewalks, pedestrian prioritized intersections and series of open spaces (Figure 4.1).

A robust walking and biking network further enables convenient and easy access to a range of public transit options. These

include shuttle, bus (AC transit), BART, and Caltrain that provide local and regional connectivity. A system of alternative transit modes allows for a low-carbon lifestyle for the community, thereby building a sustainable neighborhood.

The Master Plan will incorporate the recommendations regarding bicycle, pedestrian, and on-street parking, traffic control devices, and traffic calming for the internal roadways as detailed in Fehr & Peers "Site Access and Circulation Analysis" dated January 7, 2016.



### 3.7 IMPROVED STREET INTERSECTIONS

All street intersections will be designed to provide a safe and convenient interface between pedestrians, bicyclists and drivers. It is anticipated that the intersections along Grimmer Boulevard, at Warm Springs Boulevard and at the new North South Road, will be especially important as they are direct routes from Area 3 to the new BART station, school and community park south of Grimmer Boulevard. Another key intersection occurs at the intersection of the new East West Way and Old Warm Springs Boulevard. This “T” intersection is located at the heart of the new Area 3 Innovation Spine and is anticipated to be a primary pedestrian route for residents and visitors alike.

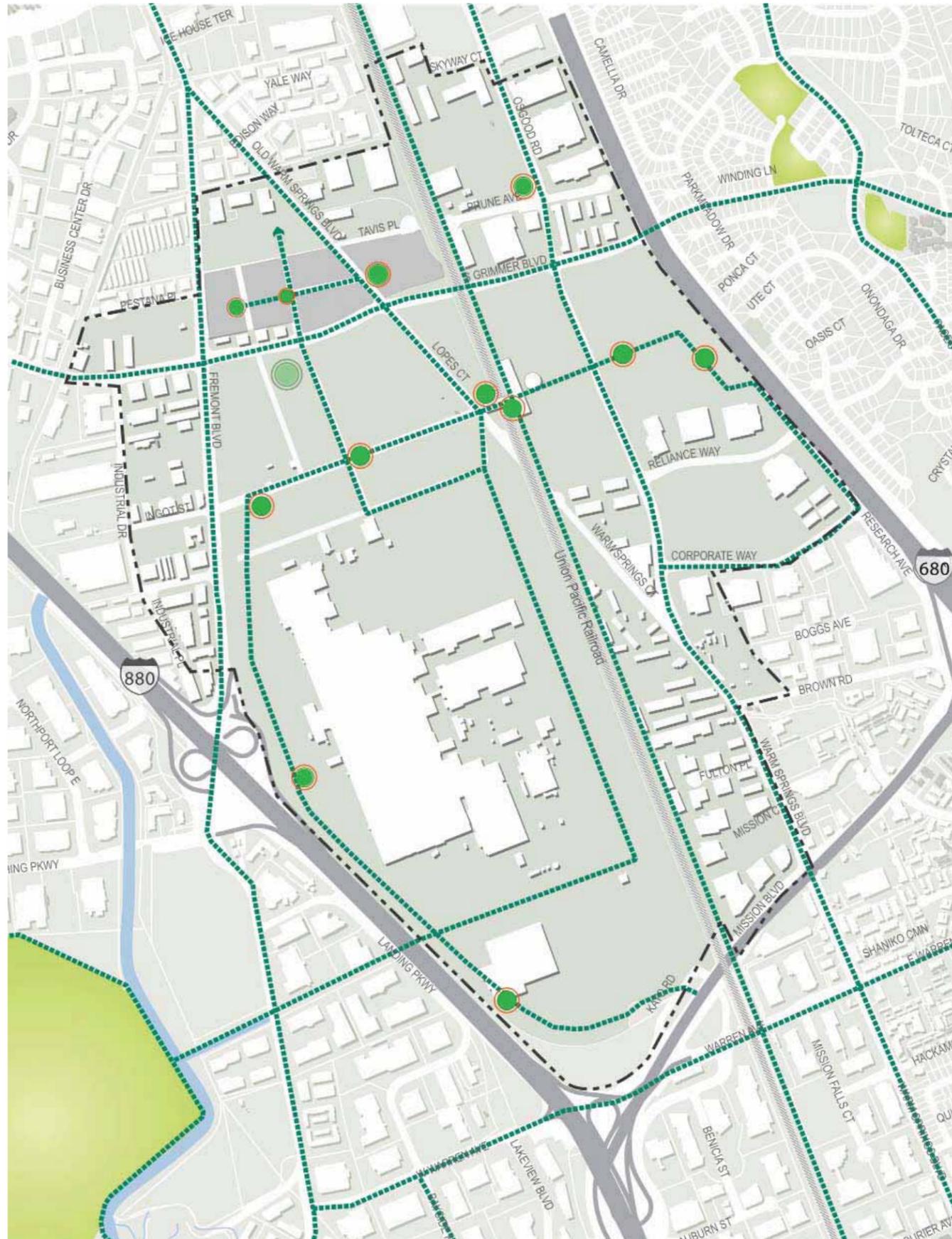


- Community Plan Boundary
- Bike/Pedestrian Connection
- Class I Bike Trail
- Class II Bike Lane
- Class III Bike Lane
- Pedestrian Route
- Proposed Transit Route
- Enhanced Intersection
- \* Major Gateway
- \* Urban Plaza
- ↔ Pedestrian Connection through parcels (public + semi-public) \*



\* Conceptual. Final pedestrian connections to be determined at tentative map stage

Figure 3.9: Site Bicycle and Pedestrian Network Plan



## CHAPTER 4 PUBLIC REALM: OPEN SPACE

A well connected system of open spaces creates a unifying identity for the OWSBS Master Plan, linking the neighborhood to the surrounding community as well as providing important urban amenities for residents, employees and guests. The open space system for this Master Plan is based upon the following goals:

- Providing convenient and well-connected open spaces. Per the WS/SFCP public open space will be easily accessible to residents and employees within Area 3 as well as for the entire Warm Springs community.
- Developing a unique identity and sense of community for the neighborhood through the design of “Inspiration Spine” - a series of links and nodes - that unifies the neighborhood and provides connections to surrounding areas.
- Creating a green “armature” for the master plan – incorporating sustainable landscape practices into the framework of the community including the use of drought tolerant landscape, storm water management and permeable surfaces.
- Creating flexible gathering places – designed to accommodate everything from informal meetings to “off the grid” event spaces.

- Master Plan Area
- Community Plan Boundary
- Open Space Connection
- Public Open Space
- Public Park

Figure 4.1: Site in context of Open Space Network within the Community Plan

## 4.1 OPEN SPACE FRAMEWORK

The WS/SFCP addresses different types of open spaces within the different plan areas. The WS/SFCP's Conceptual Open Space Plan identifies both "urban plaza" and "open space connections" as open space elements for the OWSBS area.

In keeping with the WS/SFCP vision the Master Plan has created "Inspiration Spine" - an open space system created by a series of links (connections) and nodes (plazas) providing a green "heart" to the area and connections to the surrounding community.

The Inspiration Spine links the three open space nodes- Inspiration Plaza, Community Gateway and West Plaza - which provide multiple opportunities for social interactions and support a range of active and passive recreational activities for both residents and visitors alike. These three open spaces are privately owned public amenities. The new E-W street and Neighborhood Mews serve as open space connectors and are also intended to support on and off-grid community events. Seating, pedestrian-scale lighting, and bicycle parking support an active framework.

-  Public Park
-  Public Open Space (Privately Owned)
-  Private Common Open Space \*
-  Publicly Accessible Private Open Space
-  Green Connector Streets

\* Conceptual. Final Private Common Open Space locations to be determined at tentative map stage

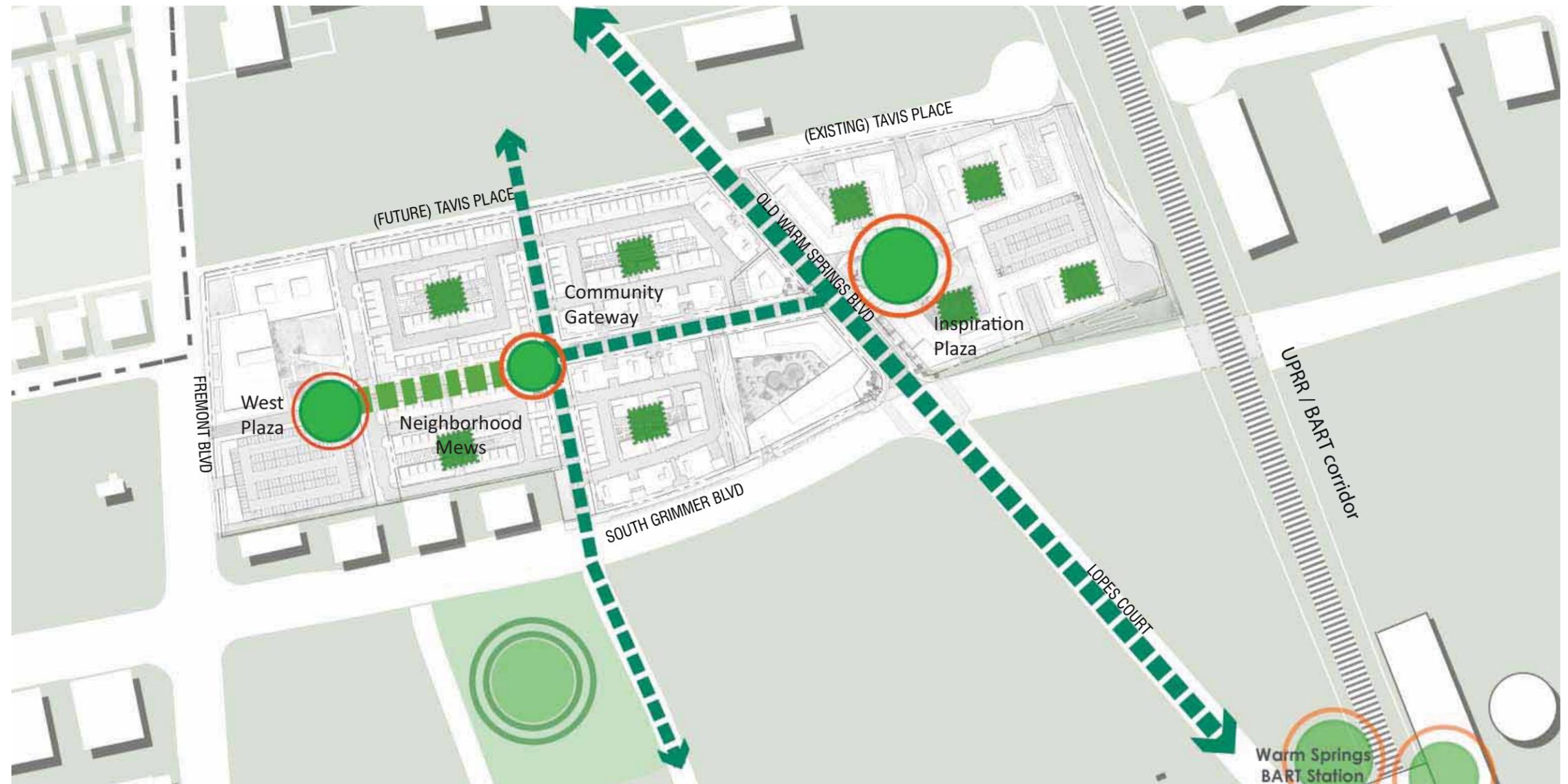
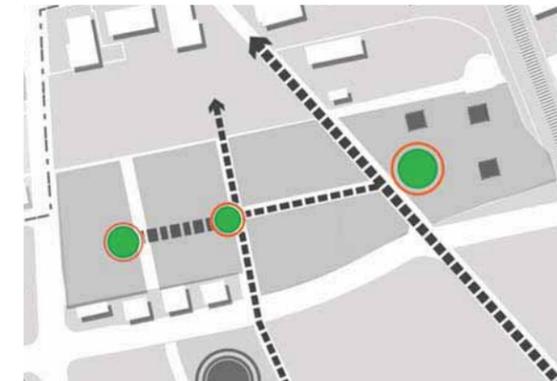


Figure 4.2: Open Space network within the OWSBS site



Public open spaces



Inspiration Plaza

## 4.2 PUBLIC OPEN SPACE

There are three open space nodes:

### INSPIRATION PLAZA

Inspiration Spine is anchored on the east by Inspiration Plaza. This public plaza is envisioned as the entrance gateway/connector from Area 3 and the Warm Springs BART station via the Old Warm Springs Boulevard/Lopes Court corridor.

Surrounded by retail, hotel and the new Spark, Inspiration Plaza will become a lively gathering space as well as provide a pleasant pedestrian experience for residents on their way to the BART station, a place to meet friends or conduct informal meetings, or just another working venue – over a cup of coffee in an adjacent outdoor café. This node can also be used for weekly events such as farmers markets and/or “off the grid” food trucks.

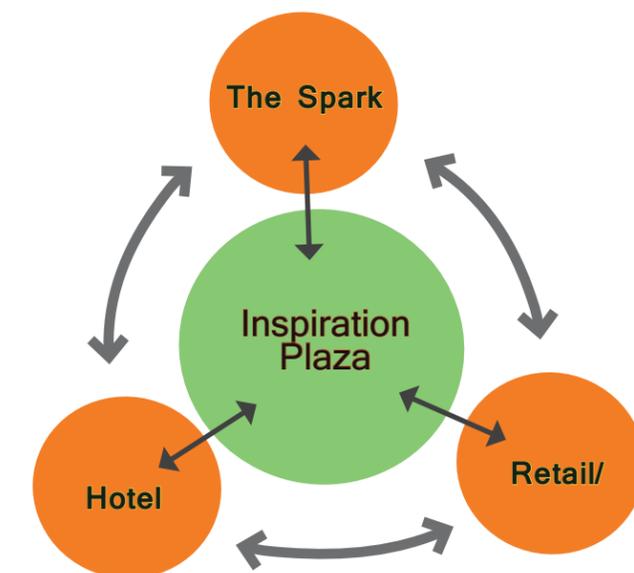
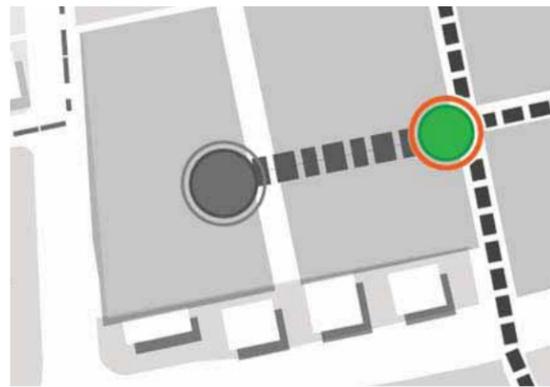


Figure 4.3: Uses activating the Inspiration Plaza

## COMMUNITY GATEWAY

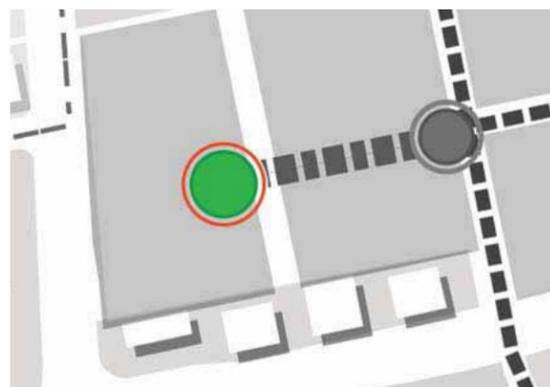
Community Gateway, located midway along Inspiration Spine at the intersection of the new north-south road connects with the new Community K-5 elementary school and Community Park. Centrally located within Area 3 this public space opens onto Neighborhood Mews.



Community Gateway

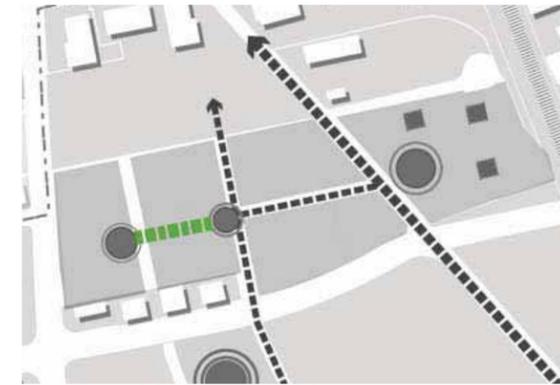
## WEST PLAZA

West Plaza is an important plaza terminating the Inspiration Spine. As a forecourt to the office area the West Plaza provides opportunities for informal recreational amenities for workers and residents alike as well as informal seating areas.



West Plaza



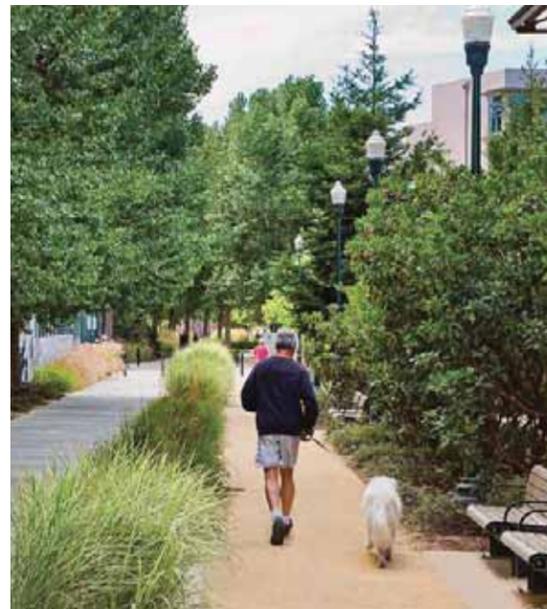
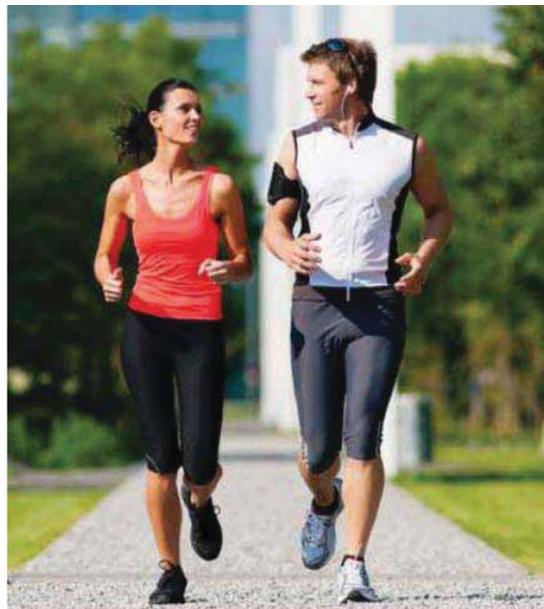


*Publicly accessible private open space*

## 4.3 PUBLICLY ACCESSIBLE PRIVATE OPEN SPACE

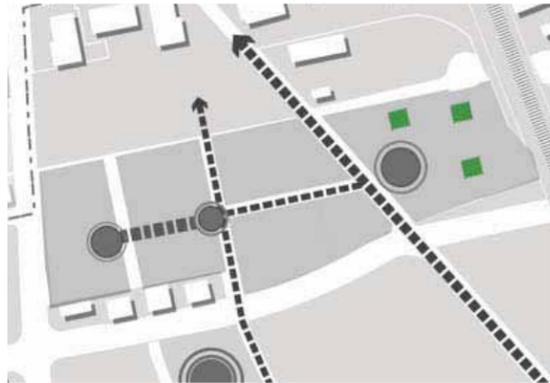
### NEIGHBORHOOD MEWS

Neighborhood Mews is an important green link within Inspiration Spine. This corridor will provide safe and comfortable pedestrian and bicycle connections. The Mews links the offices along Fremont Blvd to amenities within the district and provides a desirable route for office workers and residents to the BART station.

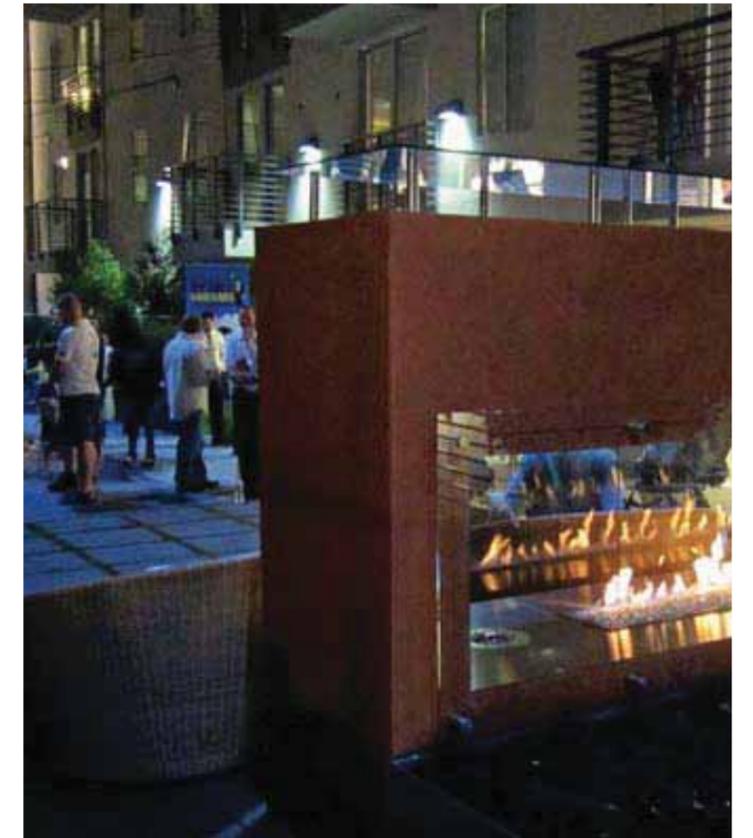


## 4.4 PRIVATE COMMON OPEN SPACE

The WS/SFCC requires private common open space be designed for all new development. These spaces will be convenient for residents and/or workers and, wherever appropriate, be directly accessible from various points along the Inspiration Spine.



*private common open space*





Potential Location for Public Art

## 4.5 PUBLIC ART

Public Art is an important element within a new community, creating a unique sense of place. Public Art within OWSBS will be developed in conjunction with landscape and architecture to enliven and enrich the community and open space systems.

In addition to permanent art installations at Inspiration Plaza and West Plaza, the plan will consider opportunities to exhibit/incorporate temporary art venues along Inspiration Spine – providing opportunities for local artisans and residents to participate in the enrichment of the local environment.

While public art may be purely aesthetic the Master Plan also promotes collaboration with artists in the design of functional elements required by the community such as street furniture, steps, walls, site lighting, and transit stops. In lieu of paying 50% of the District Art Fee, Developer may elect to expend the remaining amount for on-site artwork per FMC 18.49.100(b)(2)



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## CHAPTER 5 BUILDING TYPOLOGY

The WS/SFCP describes a new Innovation District populated by buildings that are architecturally interesting, well-proportioned and engage people in the public realm. This new district will be distinctly urban in character with defined street edges and sustainably designed landscape along the edges transitioning from private to public realms. Variation in building design is encouraged to create a lively and visually stimulating urban form.

Building typologies within the OSWBS neighborhood reflect both the variety and flexibility of use that are hallmarks of the Master Plan. Architectural design will respond to the needs of residents and workers with flexible ground floors located along major public streets that accommodate retail and commercial spaces and provide alternative work environments. These also serve to enhance and activate adjacent streets and open spaces.

A variety of green building standards will be incorporated into the architectural design for all building types utilizing sustainable building materials whenever possible.

## 5.1 MASSING AND ARTICULATION

Careful massing and articulation of buildings evolve from prescribed densities, design of the public realm and land uses to create meaningful urban form. Building heights are organized to ensure appropriate scale and proportion to street right-of-ways and street corners are further articulated to reinforce public open spaces and key intersections. The Master Plan incorporates street walls to strengthen links and reinforce open spaces.

The varied massing of buildings within the neighborhood – from 3 story residential products to mid-rise offices, hotel, and apartments – create a richly varied urban fabric for the neighborhood.

Increased building heights at both ends of Inspiration Spine also serve to reinforce the urban form of this neighborhood, contributing to its unique character and providing linkages to the surrounding districts.

Buildings with flex-use ground floors will incorporate taller ground floors to accommodate a diverse range of users. Street frontages will be activated by distinct entrance/lobby access areas with façade treatments scaled to the adjacent public realm. Building Design will provide articulation between base and upper façade treatments.

The OWSBS master plan generally falls within 135' maximum height zone. As per the community plan, the overall building heights are distributed to concentrate tallest buildings in closest proximity to BART and gradually lower/diffuse with distance. This plan proposes to “bookend” the new district with bigger building massing on Fremont Boulevard as a main frontage for the district.



up to 135ft tall buildings: large building massing bookends the new district



3- to 4-story buildings: smaller massing outside 1/4-mile circle from BART



Site cross-section illustrating height variations



*Individual residential entries or stoops*



*Ground-floor commercial (retail or restaurant)*



*Flexible live-work ground-floor uses*



*Transparent ground floor*

## 5.2 GROUND FLOOR/ STREET LEVEL CHARACTER

The Master Plan creates a visually interesting and engaging public realm by activating the ground floor with appropriate uses, providing additional transparency where appropriate, and creating architecturally engaging design and enhanced articulation of entrances. The façades at building bases create an open and interactive indoor-outdoor relationship offering opportunities for residents and guests to directly engage with surrounding spaces and streetscape.

Parking for residential flats will be hidden from public streets and accessed via private alley streets. Inactive façades such as garage entries, loading and service entries, exit stairs, etc. are incorporated in overall building façade design.

Residential ground floors provide opportunities to activate the public realm and create a safe, vibrant, and engaging street character. Entrances feature articulated fenestrations that allow “eyes on street” while creating comfortable private indoor spaces. The unit entries are defined by stoops and recessed entries that provide direct access from streets.

Flexible live-work spaces add to around-the-clock activity and vibrancy of the neighborhood. The non-residential buildings, including retail, office and hotel uses are designed to enhance pedestrian experience and enjoyment of place.

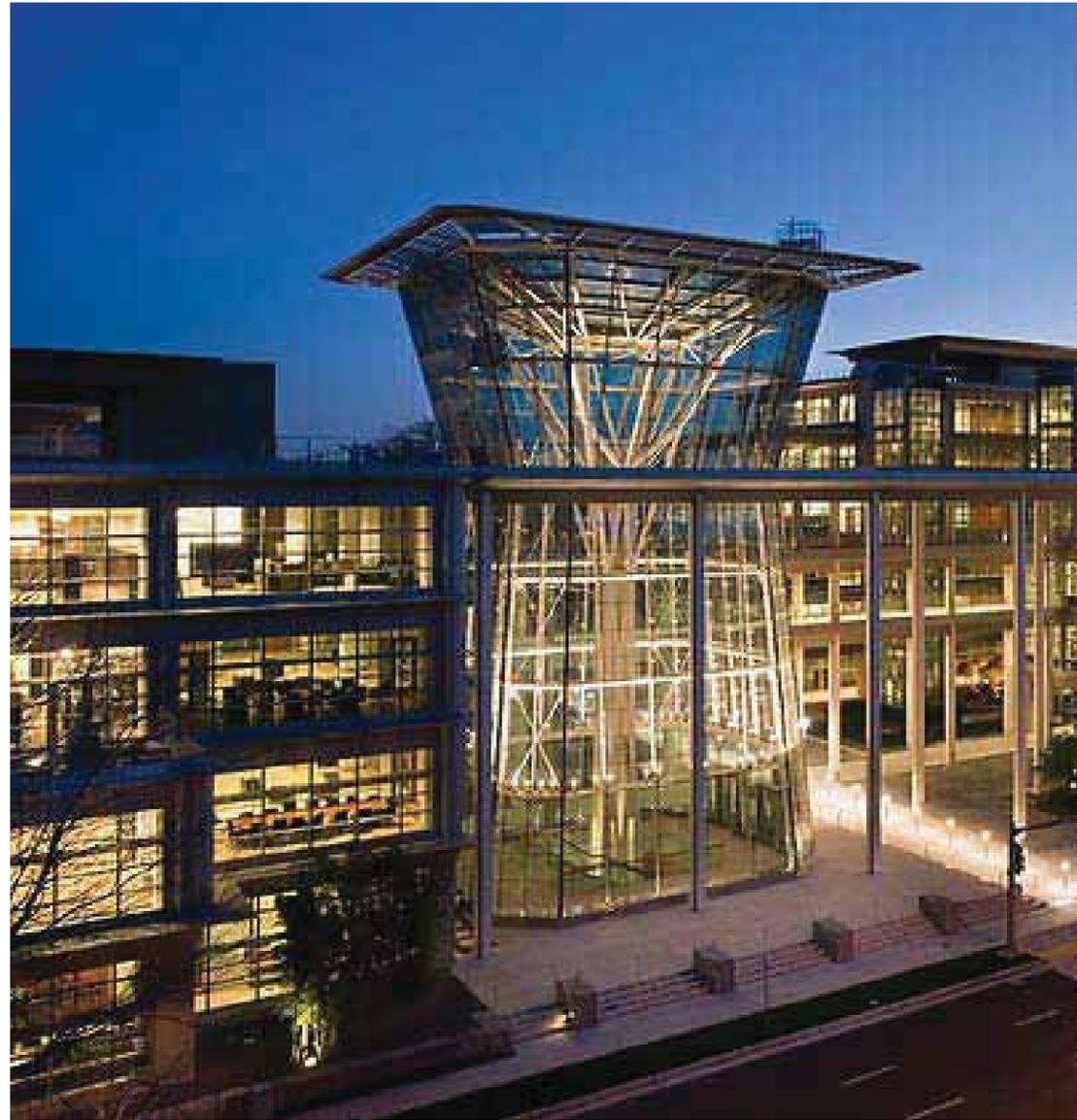
## 5.3 INNOVATION OFFICE

The Innovation Office is prominently located on Fremont Boulevard, a freeway-feeder urban corridor and light-industrial thoroughfare of the new Warm Springs / South Fremont community. With its front door facing Fremont Boulevard, this green technology-oriented office building will be the newest address for many types of incubator businesses and workplace innovation.

The ground floor lobby will be transparent, visually connecting Fremont Blvd with a grand plaza that is located on the east side of the office building. This plaza provides outdoor seating, informal gathering spaces and even outdoor work opportunities, and building elements engage with it to create a transitional indoor-outdoor zone.

The office plaza ties in to Innovation Plaza, a public open space at the terminus of Inspiration Spine via a publicly accessible mid-block pedestrian and bike path, connecting to Fremont Boulevard.

A multi-level parking structure located next to the office building, is designed to include active uses on its ground floor facing public streets, articulated lobby and stair elements facing the office building and pedestrian linkages. Vehicular access to the garage is from Fremont Boulevard, and, similar to the loading and service facilities, unobtrusive and separate from pedestrian circulation.





## 5.4 HOTEL: TRANSIENT LIVING AND WORKING

At the corner of Grimmer Boulevard and Old Warm Springs Boulevard, the new community is anchored by a quintessentially urban, boutique-style hotel. With its highly visible location, guest amenities and iconic architectural design the new hotel becomes a focused destination within easy walking distance to Warm Springs BART, Tesla headquarters, parks and services.

Whether traveling for business or guests visiting with family, the hotel provides a temporary living and working place, surrounded by an urban mixed-use neighborhood and pleasant pedestrian-oriented streets.

The hotel defines the Old Warm Springs street frontage, with its main lobby facing Old Warm Springs Boulevard, and features a restaurant on the ground level with the potential for outdoor seating.

Its business center further enlivens the street frontage on the ground floor and creates a synergy with The Spark across the street.

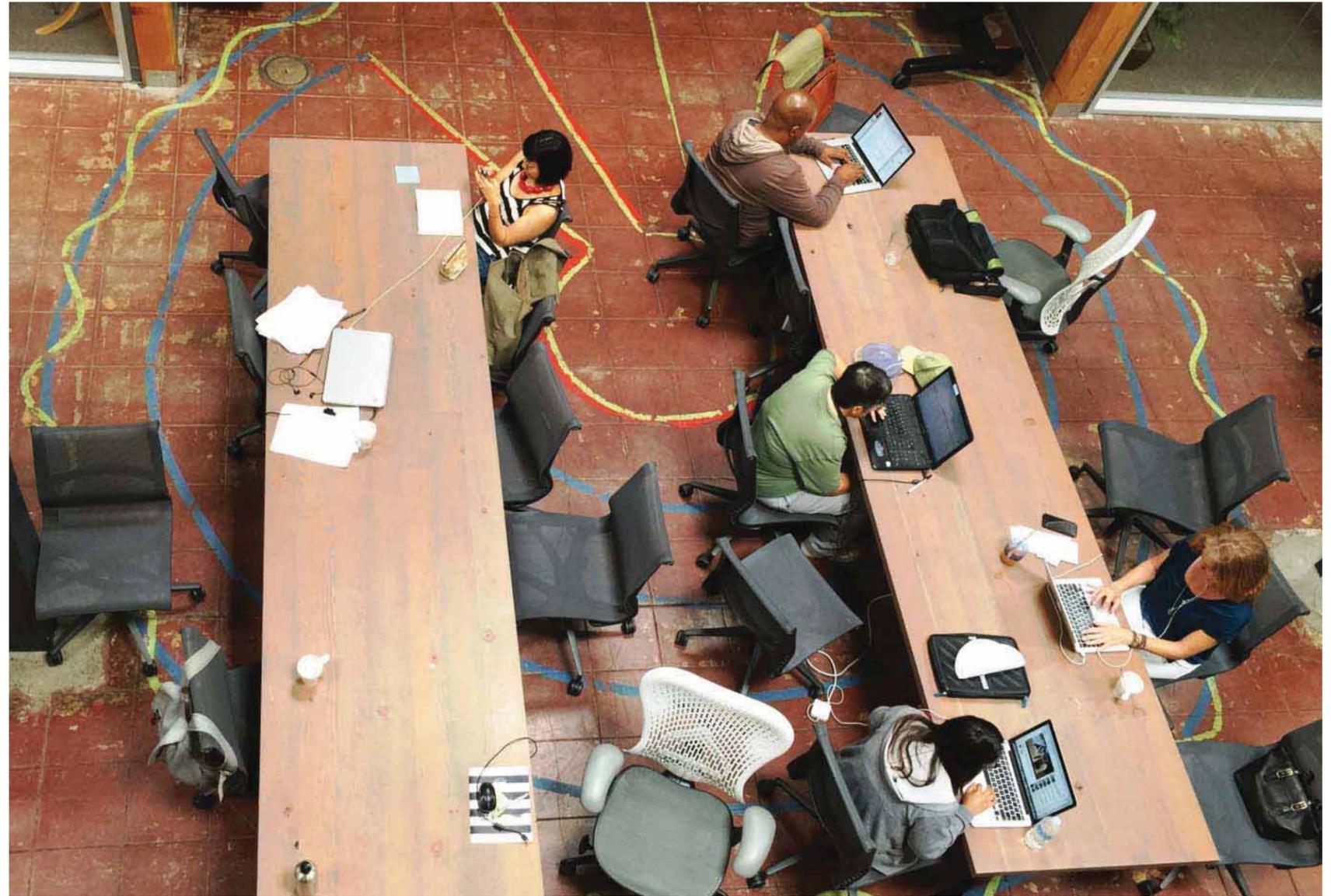
Parking for the Hotel will be internal to the building, unobtrusive, and accessed from Grimmer Blvd and Local Street.



## 5.5 THE SPARK - COLLABORATIVE WORKSPACE

The Spark represents the essence of innovation – a new sort of work environment catering to up and coming entrepreneurs, artisans and start-up companies. The Spark’s mission – to provide a state of the art environment supporting passionate, innovative, creative work and collaboration – will be reflected in the architectural typology. This includes a ground floor that is open and inviting, incorporating sustainable green materials and systems and careful attention to scale and detail.

The Spark is an important anchor for community-building in the new district.





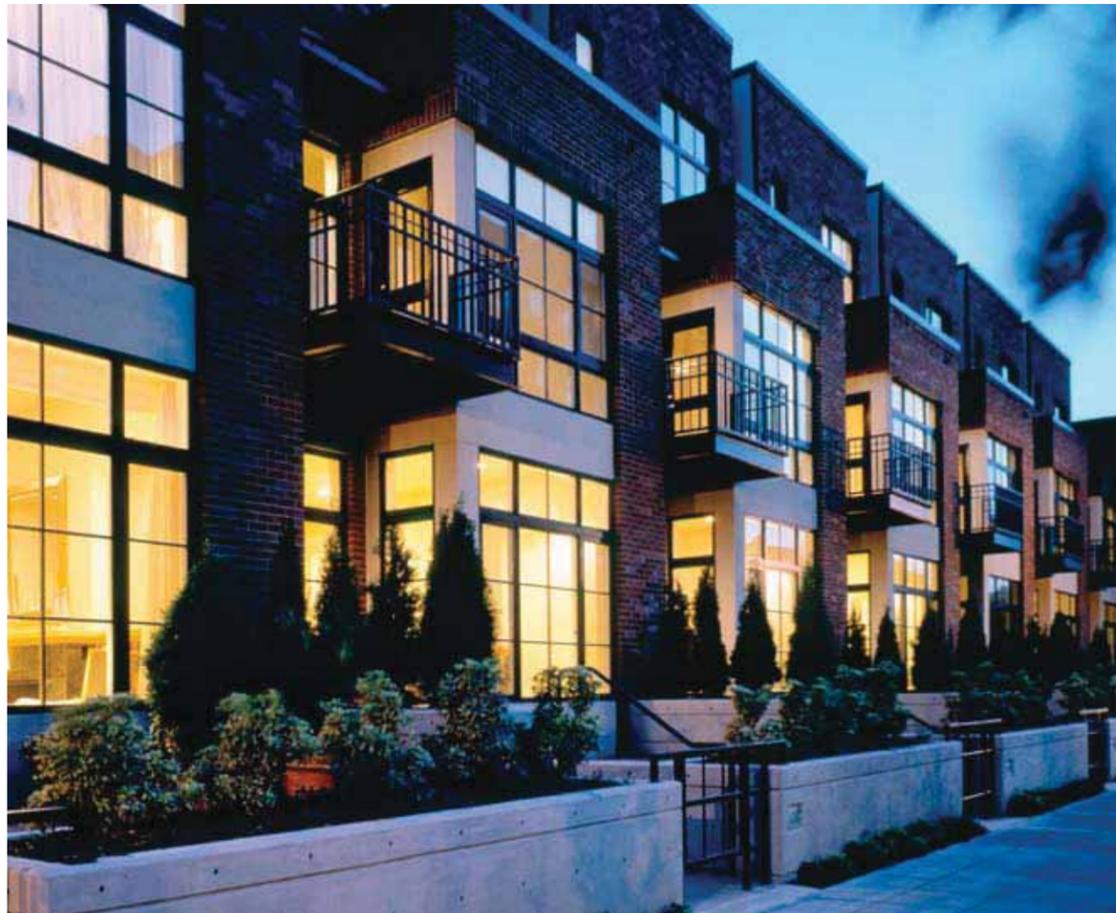
## 5.6 URBAN RESIDENTIAL MEDIUM DENSITY

The innovative medium-density 3 -4 story residential products create variations in scale and massing that enrich the urban form of the neighborhood. Design vocabulary of these units will be contemporary - utilizing green technology and materials to create sustainable residences that offer convenience and flexibility.

Along Inspiration Spine, Grimmer Boulevard and Old Warm Springs Boulevard, special unit types provide ground-floor flex/ work spaces with direct access to the streets. These units will offer the ultimate opportunity to live-where-you-work and work-where-you-live.

All residential homes and multi-unit buildings will have front door access from public streets or private open spaces. Green spaces in-between the buildings are designed to be sustainable, utilizing drought tolerant planting and providing the potential for community gardens for residents.

Individual parking garage will be accessed off internal alley ways, which will also serve as service driveways, and will include a variety of plantings, such as shrubs, vines, trellises, and similar landscape features.



## 5.7 URBAN RESIDENTIAL HIGH DENSITY

Urban Mixed Use Residential typology will offer a high density urban development closest to the new Warm Springs BART Station. Surrounding Inspiration Plaza and closest to the new Warm Springs BART Station, the Urban Residential Mixed Use area is truly the “heart” of the OWSBS Master Plan.

Ground floor retail is focused along Old Warm Springs Boulevard adjacent to Inspiration Plaza and directly across from the boutique hotel and The Spark. These tall ground floor spaces are designed to encourage indoor/outdoor transparency for cafes, restaurants and neighborhood-supporting retail. Conveniently accessible this area is adjacent to the Warm Springs/Grimmer “gateway” intersection. Whether this is home or the place to go for coffee, residents and visitors alike will enjoy the convenient location and adjacency to public open space, transportation and community amenities.

Architecture will provide a mix of unit types and be designed to incorporate sustainable building materials and systems. Architectural design addresses site constraints of the adjacent railroad corridor, utilizing the parking garage as a buffer, reducing the amount of residential development along the eastern edge and orienting units away from the rail line. Parking will be provided within a wrapped parking garage, screened by units from adjacent public streets.



CHAPTER 6  
**IMPLEMENTATION AND PHASING**  
 6.1 LAND DEVELOPMENT

**PHASE 1 - INITIAL**

Build Public Streets, Infrastructure, Residential Mixed Use, Commercial 'pad ready' at completion of phase 1



The first phase includes development of all the public streets and infrastructure, For-Sale residential and rental mixed use apartments, and the affordable housing component. The respective open spaces including the Inspiration Plaza and Neighborhood Mews - will also be developed during this phase. The commercial parcels will be pad-ready by the completion of phase 1.

PHASE 1	
Units Built	683 units (Market Rate) 102 units (Affordable)
Commercial (mixed - use)	8,000 sqft (retail)+ 6,000 sqft (live-work)
Public Streetscape	3.1 acres

**PHASE 2 -INTERMEDIATE**

Build Hotel



The second phase includes development of the commercial hotel with its respective open space.

PHASE 2		CUMULATIVE SUBTOTAL
Units Built	-----	785 units
Commercial (hotel 125 - 150 rooms)	56,000 sqft	70,000 sqft

**PHASE 3 - FINAL**

Build Office and The Spark



The third phase will include the development of The Spark and Innovation Office with its respective open space.

PHASE 3		CUMULATIVE TOTAL
Units	-----	785 units
Commercial (Office + The Spark)	255,000 sqft	325,000 sqft
Public Streetscape	-----	3.1 acres

6.2 ILLUSTRATIVE SITE PLAN



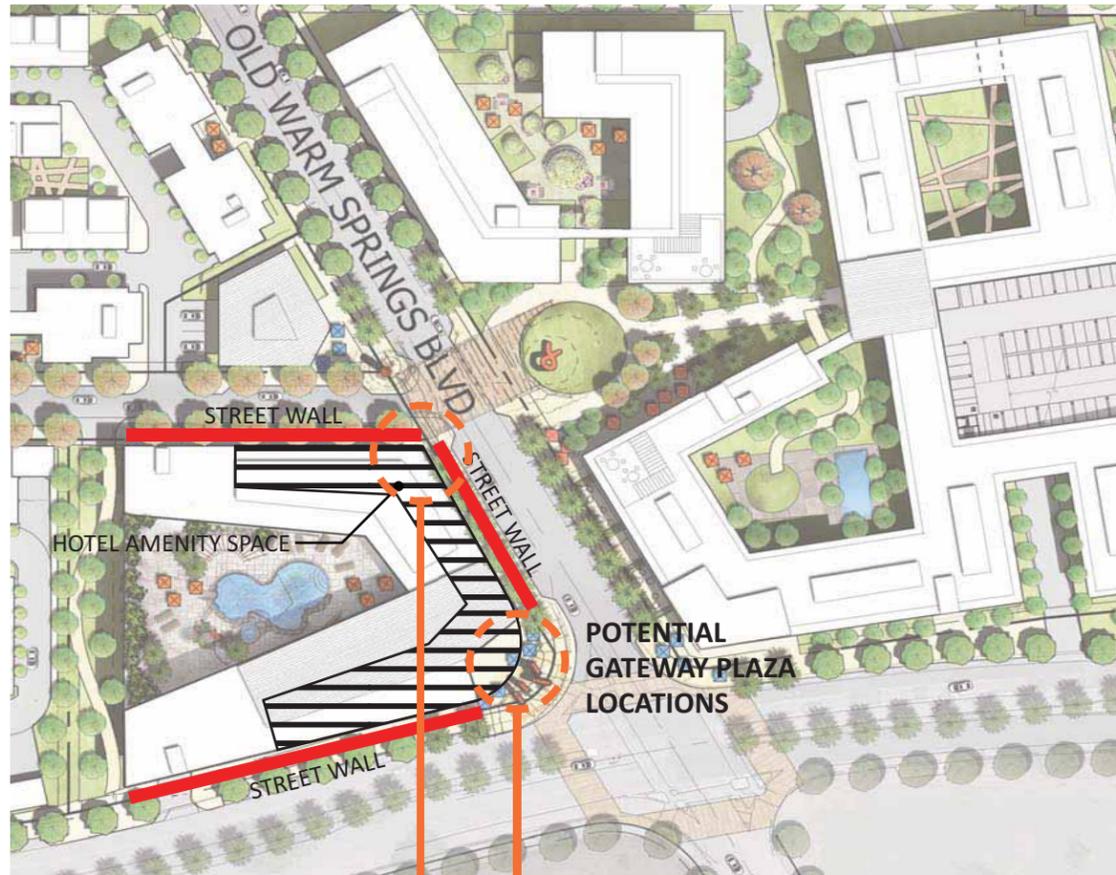
CHAPTER A  
**ADDENDUM**

# A.1 - TREE PRESERVATION

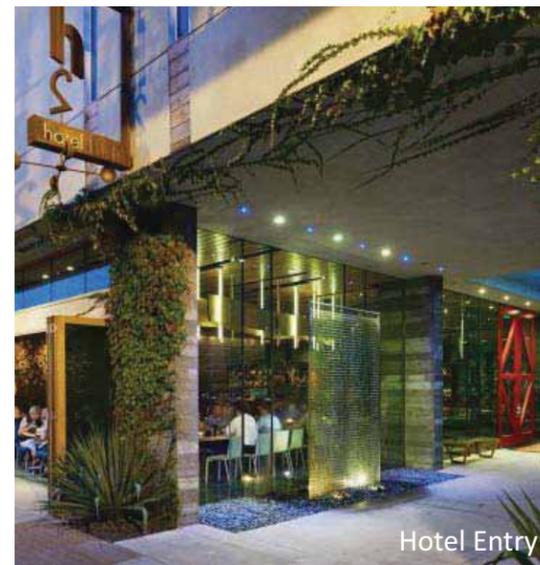


## LEGEND

-  EXISTING TREE(S) TO BE REMOVED
-  EXISTING TREE(S) TO EXPLORE PRESERVATION



Restaurants



Hotel Entry



Active Plaza

## A.2 - COMMUNITY PLAN COMPLIANCE: HOTEL

The Hotel plan is consistent with the urban form intent of the Warm Springs / South Fremont Community Plan based on the following:

### WS/SF COMMUNITY PLAN

### AREA 3: MASTER PLAN

#### 4.1: BUILDING DESIGN - HOTEL

“As a destination for visitors from the outside of the community hotel facilities should be designed as landmark buildings”

Hotel will be designed as a landmark. It is prominently located at the corner of Old Warm Springs Boulevard and Grimmer Boulevard.

#### 4.1: BUILDING DESIGN - HOTEL

“Visually and Physically Engaging: Hotel facilities should locate guest amenities, dining facilities and other active uses along public rights-of-way and open spaces in order to allow visitors to visually and physically engage the community.”

Public facilities – Restaurant, Bar, Lobby, business center will all be designed to provided connections between the hotel/ visitors and adjacent community. A gateway plaza is envisioned at the corner of Grimmer and Old Warm Springs Blvd or the intersection of the new East/West Road and Old Warm Springs Blvd.

#### 4.1: BUILDING DESIGN - HOTEL

“Neighborhood Services and Amenities: Uses that can also serve the daily needs of the community as well as temporary visitors are encouraged. These types of uses should be located where they can be easily accessed by residents, workers and visitors alike.”

Hotel facilities are envisioned to include restaurant, bar, and business center conveniently located for shared use by visitors, workers and residents.

#### 4.2: SETBACKS

Setbacks – Retail and Entertainment/Hotel

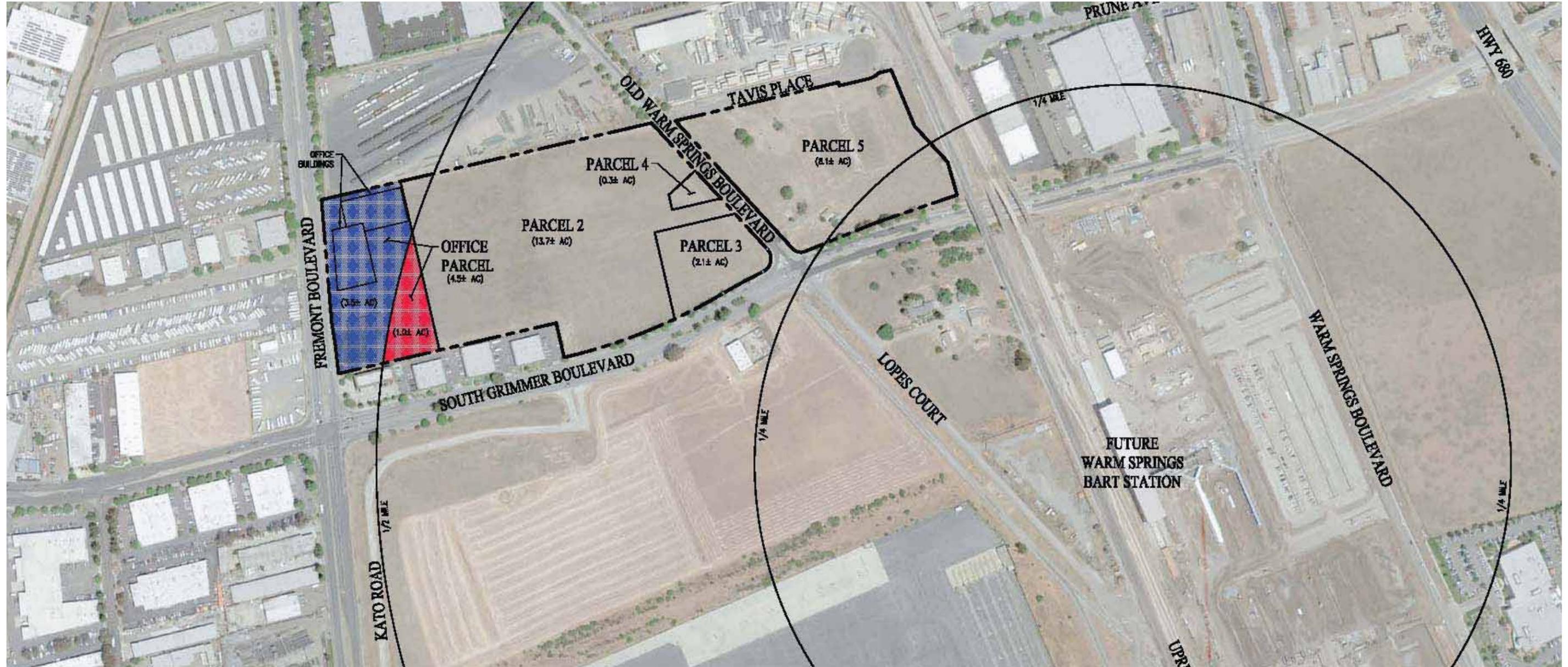
Setbacks consistent with the Community Plan.

#### 4.3: STREET WALLS

Streetwall Requirements

Providing required street walls along Grimmer Boulevard, Old Warm Springs Boulevard, and the new East/West Road.

### A.3 - COMMUNITY PLAN COMPLIANCE: OFFICE



-  Area of office parcel outside 1/2 mile of future Warm Springs Bart Station (~77%)
-  Area of office parcel within 1/2 mile of future Warm Springs Bart Station (~23%)