November 24, 2008

TO: Regional Planning Committee

FR: Ken Kirkey, Planning Director

RE: Ballpark Village Specific Plan – Notice of Preparation, Draft Environmental Impact Report

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Summary

The City of Fremont will be the Lead Agency for preparation of an Environmental Impact Report (EIR) for the Oakland A's proposed Ballpark Village project The project includes development of a major league baseball stadium and residential, mixed-use, and commercial development in Fremont. The proposed project would be located close to San Francisco Bay near Interstate 880 and Auto Mall Parkway.

The Draft EIR will examine a range of alternatives to the project including a Ballpark Off-Site Alternative. The Off-Site alternative presumes that land is available for a ballpark within an alternate Ballpark planning area adjacent to the future Warm Springs BART Station.

Regional Smart Growth policies adopted by the Association of Bay Area Governments and its partner regional agencies include the following:

- Increase transportation efficiency and choices
- Conserve resources, promote sustainability, and improve economic quality
- Protect public health and safety

As proposed the project would relocate an existing use, the Oakland A's major-league baseball stadium from an existing location that is well-served by public transit (BART, frequent service bus, Capitol Corridor) to a location that is largely reliant on automobile usage for access. The off-site alternative would result in the project being developed in a location within the City of Fremont that is well-served by transit. Because of the project's significance and its potential conflict with regional policies staff makes the following recommendation.

Recommendation

Staff recommends that the Regional Planning Committee direct Henry Gardner, Executive Director of the Association of Bay Area Governments to provide comments relative to the scope and content of the environmental information to be addressed in the EIR. Comments will address the consistency of the proposed project and project alternatives with regional agency smart growth policies including those described above. It should be noted that staff has consulted with officials and senior staff in and associated

with the City of Fremont. Both elected and appointed officials have expressed support for the submittal of comments from ABAG regarding the scope and content of the environmental information to be addressed in the project EIR.

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE BALLPARK VILLAGE COMMUNITY SPECIFIC PLAN

TO:	State Clearinghouse, Interested Persons, and Agencies
DATE:	November 17, 2008
SUBJECT:	Notice of Preparation of a Draft Environmental Impact Report
LEAD AGENCY:	City of Fremont
PROJECT NAME:	Ballpark Village Community Specific Plan
PROJECT AREA:	City of Fremont

The City of Fremont will be the Lead Agency for preparation of an Environmental Impact Report (EIR) for the Oakland A's proposed Ballpark Village project that includes development of a major league baseball stadium, commercial retail, housing, mixed-use, and industrial office uses located primarily on the undeveloped portion of Pacific Commons near I-880 and Auto Mall Parkway. We request comments from your agency regarding the scope and content of the environmental information to be addressed in the EIR. Comments should be limited to issues germane to your agency's statutory responsibilities in connection with the proposed project. The EIR may be used by your agency when considering subsequent permits or approvals necessary for this project. A brief description of the proposed project, its site boundaries, and a summary of the potential environmental effects are attached. Additional project information is available on the City's website, at: http://www.ci.fremont.ca.us/Community/BallparkVillage/default.htm.

The proposed project, its location, and its potential environmental effects are described in the attached materials. An initial study was not prepared for this project.

According to State law, the deadline for your response is 30 days after receipt of this notice; however, we would appreciate an earlier response, if possible. **Written comments will be accepted until December 18, 2008 at 4:00pm**. Two public scoping meetings will be held on December 8, 2008. An afternoon meeting for public agencies is scheduled for 2:30 p.m. An evening meeting for the general public is scheduled from 6:30 p.m. to 8:00 p.m. The location of the meetings will be in the City Council Chambers, City of Fremont City Hall, 3300 Capitol Avenue.

Please send your written responses, including the name of the contact person with your agency, to Kelly Diekmann, Senior Planner, at the address below:

City of Fremont
Community Development Department
39550 Liberty Street P.O. Box 5006
Fremont, CA 94538
Phone: 510-494-4453
Fax: 510-494-4402
Email: kdiekmann@ci.fremont.ca.us

ABAG
NOV 20 2008
CLEARINGHOUSE

BALLPARK VILLAGE COMMUNITY SPECIFIC PLAN
PROJECT DESCRIPTION

1. Project Title

Ballpark Village

2. Lead Agency Name and Contact

City of Fremont
Community Development Department
Planning Division
39550 Liberty Street
Fremont, CA 94538

Kelly Diekmann, Senior Planner
Phone: 510-494-4450
Fax: 510-494-4402
Email: kdiekmann@ci.fremont.ca.us

3. Project Location

The Ballpark Village project described within the Draft Community Specific Plan (referred to as the Plan Area) is located within the southwest portion of the City of Fremont, in Alameda County, as shown in Figure 1. The development Plan Area encompasses approximately 246 acres within the City's Industrial Planning Area on multiple parcels of land. The Plan Area is generally bounded by Auto Mall Parkway and existing commercial areas to the north, Interstate 880 (I-880) to the east, the Don Edwards San Francisco Bay National Wildlife Refuge (Refuge) to the south and west, and the Union Pacific Railroad right-of-way to the west.

The five primary development Plan Area parcels include the 154-acre Cisco property; 28-acre Prologis property; 16.3-acre Christy property; 7.8-acre Brandin property; and 40-acre City-owned Municipal Parcel. Figure 2 depicts an aerial photograph of the properties that comprise the Plan Area.

In addition to the Plan Area, game-day parking options may include use of private property north of the site for employee parking, at the intersection of Albrae Street and Randall Place (the Fountains property) and areas east of I-880 generally bounded by Automall Parkway, Business Center Drive, and I-880 for spectator parking. These areas are also depicted on Figure 2.

4. Surrounding Land Uses

As shown in Figure 2, the Plan Area generally abuts developed areas to the northwest and northeast and undeveloped baylands to the west and southeast. The 850,000 square foot Pacific Commons retail development is located immediately north of the Plan Area, on the south side of Auto Mall Parkway. Developed areas north and east of the site, across I-880, consist of residential neighborhoods north of Auto Mall Parkway and commercial, industrial, and retail establishments south of Auto Mall Parkway.

5. General Plan and Zoning

As shown in Table 1, the majority of the Plan Area is designated Restricted Industrial with a Commercial/Industrial Overlay in the City's General Plan. The Municipal Parcel is designated Institutional Open Space. The Cisco, Prologis, and Municipal Parcel properties are within the Pacific Commons Planned District Zoning and the remaining parcels are within the Restricted Industrial Zoning District. The parking option areas are a combination of industrial land use designations and Light and General Industrial Zoning.

Table 1: Plan Area Existing Land Use and Zoning Designations

Parcel	Acreage	General Plan Land Use	Zoning
Cisco Property	154.0	Restricted Industrial (Commercial-Industrial Overlay)	P-2000-214 (Pacific Commons Planned District)
Prologis Property	28.0	Restricted Industrial (Commercial-Industrial Overlay)	P-2000-214 (Pacific Commons Planned District)
Christy Property	16.3	Restricted Industrial (Commercial-Industrial Overlay)	Restricted Industrial (I-R)
Brandin Property	7.8	Restricted Industrial (Commercial-Industrial Overlay)	Restricted Industrial (I-R)
Fountains Property	19.8	Light Industrial	P-2008-122
Municipal Parcel	40.0	Institutional Open Space	P-2000-214 (Pacific Commons Planned District)
Total[a]	*266*		

[a] Total acreage is rounded to the nearest whole number.

6. Description of the Project

Implementation of the project as set forth in Draft Specific Plan would allow the development of a 900,000-square foot 32,000-seat Major League Baseball ballpark with up to 200,000 square feet of additional ancillary building space; up to 540,000-square feet of retail; an 80-room hotel; up to 3,150 residential units; up to 300,000 square feet of office and R&D; a 7.5-acre auto dealership; a school; and associated open space, circulation, and infrastructure improvements. As depicted on Figure 3, development within the Plan Area is divided into six separate Districts, each with its own land use program: Ballpark (BV-B); Mixed Use (BV-MU); Residential (BV-Ra, -Rb) and West Cushing–BV-Rc); Municipal Parcel (BV-MP); and Parking (BV-P). Table 2 details the uses for each district. The development assumptions for the Plan Area, including within each of the Districts, are described in detail below.

It should also be noted that although the number of residential units within each District is tabulated in the Draft Specific Plan, some opportunities for the transfer of units between Districts may exist. A minimum of 2,100 homes would be built. The project would be developed over an extended period of time with multiple phases. The A's indicate a target opening of the ballpark in 2012.

a. Ballpark District (BV-B). The 15-acre Ballpark District (BV-B District) would be developed within a portion of the Cisco and Prologis properties. A 900,000-square foot, 32,000-seat ballpark along with two ancillary outfield structures totaling approximately 200,000 square feet would be constructed. The proposed ballpark complex would be used for major league baseball games and associated activities, as well as occasional events other than baseball. Event capacity would be equal to or less than baseball game capacity. Ancillary uses may include approximately 125,000 square feet of ballpark-related uses, 50,000 square feet of office space, and up to 50 residential units. Approximately 275 parking spaces would be provided within the District to serve ballpark staff and residents. Parking would be distributed throughout this District.

Table 2: Land Use Program (Build-out)

Land Uses	Ballpark (BV-B) (15 acres)	Mixed Use (BV-MU) (37.5 acres)	Residential (BV-Ra,b) (88.9 acres)	West Cushing[a] (BV-Rc) (41.4 acres)	Municipal Parcel (BV-MP) (40 acres)	Parking (BV-P1,2) (24.1 acres)	Shared Parking[b]	Total
Ballpark (sf)	900,000							900,000 sf
Ballpark Related (sf)	200,000							125,000 sf
Retail (sf)		540,000						540,000 sf
Office (sf)	50,000			300,000				350,000 sf
Auto Dealership (acres)				7.5				7.5 acres
Hotel (sf)		66,000						66,000 sf
Residential (units)	50	600	1,800	700				3,150 units
School (acres)			4					4 acres
Parks/Open Space (percentage)	0	5-10	8-14	8-14	80	0	0	--
Transit Station (acres)					5			5 acres
Ballpark Parking		500		2,040	2,500	3,270	3,000	11,310 stalls
Non-Ballpark Parking	275	4,120	4,600	1,150	635			10,780 stalls

Notes:
[a] Prior to development of the West of Cushing parcel, the A's would be required to secure City approval for a revised parking program that accommodates the parking needs of the ballpark.
[b] 500 employee parking spaces would be accommodated on the Fountains site, north of Auto Mall Parkway and 2,500 parking spaces would be accommodated east of I-880.

b. Mixed-Use District (BV-MU). The 37.5-acre Mixed Use (BV-MU) District would include a variety of uses on the balance of the Prologis property and the northern portion of the Cisco property. Up to 540,000 square feet of destination and community-serving retail space would be developed, along with an 80-room (66,000 square foot) boutique hotel and up to 600 residential units. Parking spaces would be provided to serve the uses within this District, including the use of centralized parking structures.

c. Residential District (BV-Ra, Rb). The 88.9-acre Residential (BV-Ra and -Rb) Districts would develop the Cisco property with approximately 1,800 dwelling units, including townhomes, flats, lofts, row homes, and/or single family homes. Within the BV-Rb District, the project applicant would construct a K-6 elementary school to serve anticipated demand created by the residential development. The school design would not exceed a maximum capacity of 1,000 students.

d. West Cushing (BV-Rc). Within the 41.4-acre BV-Rc District, a wide array of uses may be allowed that includes residential, additional auto mall, and research and development/office uses, as shown in Table 2. At its north end, the BV-Rc District abuts the existing auto mall and would allow up to a 7.5-acre expansion of the Auto Mall. A maximum of 300,000 square feet of research and development/office space would also be allowed in this area. The balance would consist of residential uses (up to 700 units). Parking spaces would also be provided to serve the uses within this District; the parking spaces provided for research and development/office uses would be shared with the ballpark uses. The ultimate development of the area may be a combination of any of the described uses or a singular use.

e. Municipal Parcel (BV-MP). The Municipal Parcel (BV-MP) is located on 40 acres owned by the City of Fremont Redevelopment Agency and is anticipated to be conveyed to the City for development and operation. It has been subject to ongoing land management activities since its acquisition in 2001. This District is directly connected to the Plan Area via a dedicated greenbelt that follows the edge of the adjacent Refuge connecting to the West Cushing parcel. The City may develop a portion of the site with a train station to accommodate a Capitol Corridor and ACE train stop. The Draft Specific Plan indicates a variety of site improvements including parking, flexible open space, and a public park. Part of the site may be used for game-day parking subject to the approval of the City of Fremont.

f. Parking (BV-P1, P2, Shared Parking). Two designated parking areas would serve the proposed ballpark. The Parking (BV-P1 and -P2) Districts would include the Christy and Brandin properties and would accommodate approximately 3,270 parking spaces. The Plan Area is expected to develop over a number of years. On an interim basis, parking for ballpark spectators may be located on land within the BV-R Districts, if these areas are not yet under construction. As those Districts are subsequently developed, parking would be relocated to the BV-P District. Maximum building heights for structured parking within the BV-P District would be 60 feet.

Additionally, the applicant is considering provisions to encourage private property owners east of I-880 to provide shared parking within existing developments. Approximately 2,500 parking spaces may be available. A pedestrian bridge would be constructed over I-880 to connect these areas to the Ballpark District, as described below. Approximately 500 shared parking spaces are also proposed north of Auto Mall Parkway on the Fountains property for employee parking. An additional 10,780 parking spaces would be provided throughout the various Districts to serve retail, housing, and office uses, some of these spaces may also provide shared parking for the ballpark.

g. Parks and Open Space. A hierarchy of open space and park areas would be distributed throughout the Plan Area and would help to organize and connect residential neighborhoods, providing amenities to the BV-R District and strong links to the BV-MU and BV-B Districts. A landscaped pedestrian trail would act as a buffer along the Refuge at the south and west edges of the Plan Area.

h. Access and Circulation. Regional freeway access to the Plan Area is provided by I-880 and I-680. Local access is provided via Auto Mall Parkway, Cushing Parkway/Boyce Road, Nobel Drive, Boscell Road, Pacific Commons Boulevard, Christy Street, and Curie Street. Within each of the Districts, the layout of local streets would be developed as part of subsequent approvals and would be designed to City of Fremont standards. A pedestrian bridge would be constructed over I-880 to provide access to the ballpark from shared parking areas east of the freeway. The 270-foot long bridge would be located approximately 1,700 feet south of Auto Mall Parkway and connect to the Brandin Court area. AC Transit provides services in the vicinityof the Plan Area and the applicant intends to provide for additional gameday transit shuttle services to connect to BART and VTA.

i. Utilities and Infrastructure. Infrastructure systems for water, wastewater, storm drainage and dry utilities were planned by the City and Prologis (formerly Catellus) as part of the approval of the Pacific Commons development. As the master developer, Prologis has since constructed the primary backbone streets and utilities to serve the Pacific Commons development. However, new infrastructure systems would be required to serve the proposed development. Service providers for the proposed project include the City of Fremont, Alameda County Water District, Union Sanitary District, and Alameda County Flood Control and Water Conservation District.

7. Project Approvals

The Program EIR will be used to provide decision-makers and the general public with relevant environmental information to use in considering the following actions:

- Adoption of the Ballpark Village Community Specific Plan; and
- Amendments to the General Plan and Zoning Ordinance to reflect adoption of the Community Specific Plan; and
- Adoption of a Government Code Section 65864 Development Agreement and related agreements for the Plan Area; and
- Development Permits for construction

BALLPARK VILLAGE COMMUNITY SPECIFIC PLAN ENVIRONMENTAL REVIEW

1. Introduction

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project. The EIR process is intended to provide environmental information sufficient to evaluate a proposed project and its potential for significant impacts on the environment; examine methods of reducing adverse environmental impacts; and consider alternatives to the project.

The Ballpark Village Community Specific Plan Environmental Impact Report (EIR) will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended, and the *CEQA Guidelines*. In accordance with CEQA requirements, the EIR will include the following:

- Summary of the proposed project and its potential environmental effects;
- Description of the proposed project;
- Description of the existing environmental setting, potential environmental impacts, and mitigation measures;
- Cumulative impacts;
- Alternatives to the proposed project; and

Other Environmental consequences of the project, including: 1) the growth-inducing impacts of the proposed project; 2) any significant environmental effects which cannot be avoided if the project is implemented; 3) any significant irreversible and irretrievable commitments of resources; and 4) effects found not to be significant.

2. Environmental Factors Potentially Affected

The Environmental Impact Report will identify the significant environmental impacts resulting from the construction and operation of the proposed project. The EIR will address the following specific environmental topics:

a. Land Use. The proposed project would occupy approximately 226 acres of primarily undeveloped land plus 20 acres of land to be redeveloped as parking area properties. The proposed project's compatibility within each development area and with surrounding land uses will be discussed in the EIR. In particular, potential land use conflicts that may result from the introduction of residential and commercial uses within an existing industrial area will be discussed. The EIR will also include an evaluation of the project's potential to divide an established community. Appropriate mitigation measures will be identified for any significant land use impacts resulting from the proposed project.

b. Aesthetics. The proposed project would change the existing visual character of the site from primarily flat vacant land and low rise buildings to a planned residential and retail village with a landmark icon of baseball stadium. This change in land use could result in significant impacts to the visual character of the site and its surroundings. The EIR will describe the existing visual conditions of the Plan Area and address the potential effects on scenic resources or any degradation to the existing visual character. Additionally, development of the proposed project would introduce new

sources of light to the area. The EIR will discuss the potential adverse effects of lighting types within the Plan Area. Mitigation measures will be identified to address significant impacts, as appropriate.

c. **Population, Employment and Housing.** The proposed project would contribute to increased housing and job growth in Fremont. The EIR will describe the existing demographics of the project area and vicinity and assess the socioeconomic impacts of the increased growth that will be created by the proposed project, to the extent that they will directly or indirectly result in physical changes to the environment. Appropriate mitigation measures will be identified for any significant population, employment, or housing impacts resulting from the proposed project.

d. **Transportation, Circulation and Parking.** The proposed project would affect the traffic, circulation and parking patterns in the project vicinity. A Traffic Impact Analysis will be prepared for the proposed project. The transportation impact analysis will evaluate baseline (existing and approved) conditions against traffic and transit impacts and the transportation improvements under the proposed project condition and cumulative project conditions. Project traffic, including planned roadway improvements in the area, will be evaluated for conformance with the City's Level of Service (LOS) Policies. The study will analyze localized project operations and circulation. The study will also analyze the project's compliance with adopted policies, plans, and programs supporting alternative modes of transportation. Mitigation measures for significant impacts and determination of feasibility will be identified. The results of this study will be incorporated into the EIR.

e. **Air Quality.** Development activity associated with implementation of the Draft Specific Plan could potentially increase emission concentrations in Fremont through increased vehicle trips and demolition and construction. The EIR will address potential air quality impacts resulting from these project activities and their potential effects on existing and future sensitive receptors. The EIR will also discuss compatibility with regional air quality plans. Construction-related air quality impacts, such as vehicle exhaust and dust will be qualitatively discussed. Odors that may result from potential restaurant uses at the site will also be discussed. Mitigation measures will be identified for potentially significant air quality impacts, as appropriate.

f. **Noise.** The existing noise environment within the Plan Area is influenced by its proximity to I-880 and several local roadways. Construction and operation of the proposed project will increase noise levels in the project area. Existing and proposed land uses within the Plan Area include sensitive uses, such as the existing wildlife refuge and future residential uses. The EIR will assess potential noise impacts associated with the project, including impacts to existing and future development. Noise levels will be evaluated for consistency with City of Fremont standards and guidelines. The potential for noise from the stadium's public address system, stadium activities, and crowd noise will also be considered. Mitigation measures to reduce noise impacts will be identified, as appropriate.

g. **Biological Resources.** The Plan Area is located in a region supporting numerous special-status plant and wildlife species and their habitats. The previous Pacific Commons approval resulted in significant land dedication for the Don Edwards Refuge abutting the project site. The EIR will describe the existing biological conditions within the project area, and potential impacts of the proposed project on vegetation and wildlife, including special-status species. Previous studies undertaken to identify biological resources and on-going mitigation activities will be identified and discussed. The EIR will evaluate potential short-term and long-term impacts to biological resources resulting from the proposed project. Impacts could result from construction and operation of the project, including from adjacent land uses and increased lighting. The analysis will also include an assessment of the potential impacts to the adjacent Pacific Commons Preserve (part of the Refuge). Measures to reduce or avoid biological impacts will be recommended, where appropriate.

h. Hydrology and Water Quality. The proposed project is included within the Newark Slough planning watershed of the San Francisco Bay hydrologic region. The proposed project would disturb existing surface cover and increase the impermeable surface cover on the site. The EIR will address any hydrology and storm drainage impacts that may occur as a result of the project. The analysis will discuss whether water quality and discharge requirements would be met, drainage patterns would be affected or altered, and if water resources would be degraded or depleted. Mitigation measures will be recommended, as appropriate.

i. Geology, Soils and Seismicity. The Plan Area is located in a seismically active region of the State. The EIR will assess soil and geologic conditions of the project area to address seismic hazards, including the potential for liquefaction, ground-shaking, soil erosion, and subsidence. Mitigation measures will be recommended, where appropriate.

j. Hazards and Hazardous Materials. Historical releases of hazardous materials at or near the site could expose construction workers to hazardous materials during project development and, if present, hazardous materials, soils and groundwater could potentially affect future workers and users of the project. Development of the Plan Area would require the use of hazardous materials present in fuels, lubricants, and building materials. Project operation may include the occasional use of celebratory pyrotechnics and other such hazardous materials. The EIR will include a description of the potential hazards on the site and the health and safety effects of development of the proposed project. Mitigation measures will be recommended, where appropriate.

k. Cultural and Paleontological Resources. The Plan Area consists of primarily undeveloped land in close proximity to wetlands. There is a possibility that prehistoric archaeological sites exist on the site. This section of the EIR will address potential impacts to historic, archaeological, and paleontological resources. Mitigation measures will be recommended, where appropriate.

l. Public Services. The project vicinity is currently within the service boundaries of police, fire, park, and school services. The change in use and intensity envisioned by the plan would exert additional demands on service providers. The EIR will identify existing service providers serving the project area, and will quantify the increase in service demands resulting from the proposed project. The availability and adequacy of existing services will be analyzed. Mitigation measures will be recommended, where appropriate.

m. Infrastructure and Utilities. The project vicinity is currently served by water, wastewater, solid waste disposal, and other utilities based on previously planned development in the area. The change in use and intensity envisioned by the plan may exert additional demands on utility providers and infrastructure. The net effect of this demand increase could result in the need for new water supply and sewer infrastructure. Per the requirements of *CEQA Guidelines* Section 15083.5, a Water Supply Assessment has been prepared for the project. Mitigation measures will be recommended for any utilities and infrastructure impacts identified for the proposed project.

n. Global Climate Change. The EIR will quantify the proposed project's annual emissions and consistency with appropriate climate change plans. Greenhouse gas emissions over the life of the proposed project will originate from two main sources: automobiles and energy use for operations. The EIR will quantify the proposed project's annual emissions and consistency with appropriate climate change plans and the effects of climate change in regards to the subject site. The EIR will evaluate the project's consistency with AB 32, which requires statewide reductions in greenhouse gas emissions. This discussion may highlight potential project features which may lead to greater energy efficiency, reduce water demand, or other reductions in pollutants associated with global climate change.

o. Planning Policy Analysis. This section of the EIR will summarize project consistency with City plans and policies relevant to the project area, such as the City of Fremont General Plan. The *physical* impacts associated with any plan or policy conflicts would be addressed. Likewise, conflicts relating to federal, state, and regional policies would be addressed in the EIR.

p. Cumulative and Growth Inducing Impacts. The analysis of cumulative effects will address the potential impacts associated with the project in conjunction with other off-site, permitted, under-construction or probable future projects associated with the projected build-out of the General Plan. This analysis will cover all environmental topics discussed in the EIR (e.g., traffic, air quality, etc.) and will specify which areas are anticipated to result in significant cumulative impacts. Potential growth-inducing impacts will also be evaluated to adequately describe the nature of the project in relation to existing and proposed development. Mitigation measures will be recommended, where appropriate.

q. Alternatives. The Draft EIR will examine a reasonable range of alternatives to the project, including the CEQA-mandated No Project Alternative. Two possible alternatives are described below. Other potential alternatives that may be capable of reducing or avoiding potential environmental effects may be examined based on comments received on this Notice of Preparation or based on preliminary impacts analysis.

- *No Project Alternative- Existing Entitlement.* The No Project Existing Entitlement alternative would develop the site based on the 2003 Pacific Commons entitlements. It would include the development of approximately 4.7 million square feet of research and development use.
- *Ballpark Off-Site Alternative.* The Ballpark Off-site Alternative would presume land was available for a ballpark within an alternate Ballpark planning area adjacent to the future Warm Springs BART station near the intersection of Grimmer Boulevard and Warm Springs Boulevard, as shown in Figure 4. Parking for the Ballpark would be provided around and nearby a stadium site. Retail, R&D Office, and residential uses would remain at the proposed pacific Commons project site, west of I-880.

LSA

FIGURE 1

PROJECT SITE

SHARED PROJECT PARKING AREA

PEDESTRIAN BRIDGE

0 800 1600
FEET

Ballpark Village Project
Project Vicinity and Regional Location Map

SOURCE: GOOGLE MAPS, 2008.

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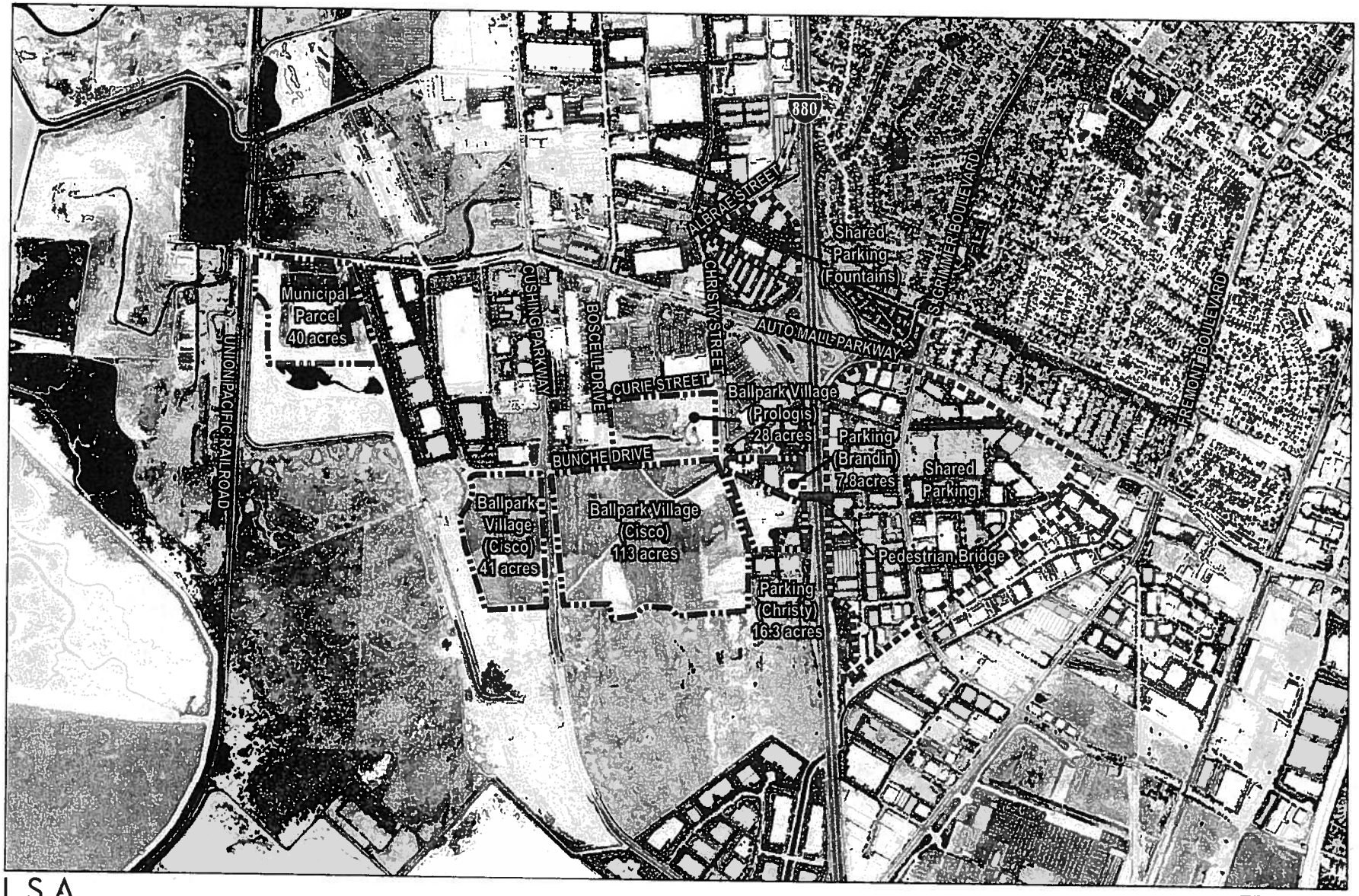

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FIGURE 2

PROJECT TRUE N

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PROJECT SITE

SHARED PROJECT PARKING AREA

PEDESTRIAN BRIDGE

Ballpark Village Project
Aerial Photograph

SOURCE: CITY OF FREMONT, 2008

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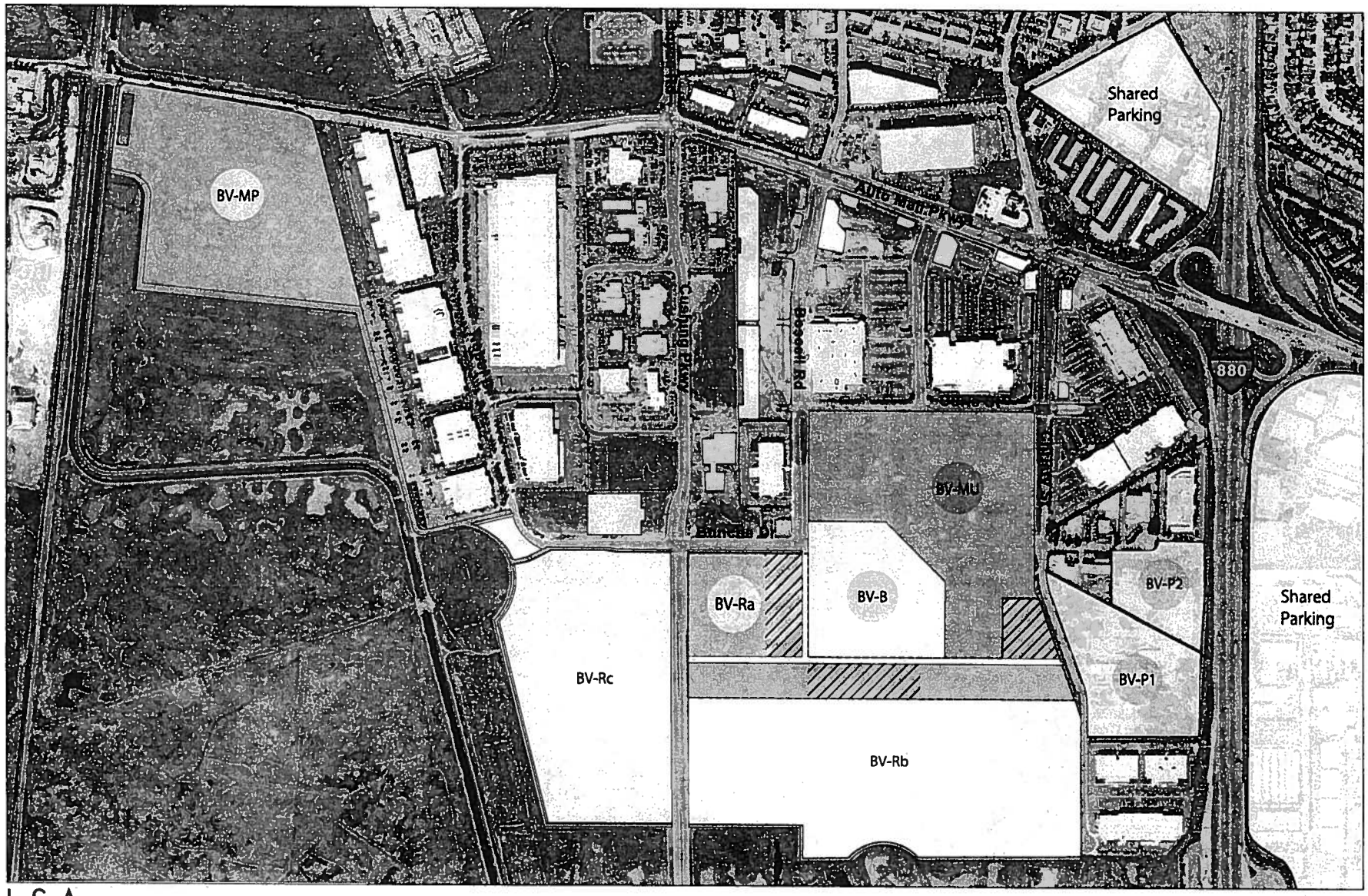

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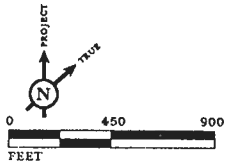
FIGURE 3



LEGEND

BALLPARK (BV-B)
MIXED USE (BV-MU)
RESIDENTIAL (BV-R)
PARKING (BV-P)
MUNICIPAL PARCEL (BV-MP)

Ballpark Village Project
Land Use Plan

SOURCE: OAKLAND ATHLETICS, 2007

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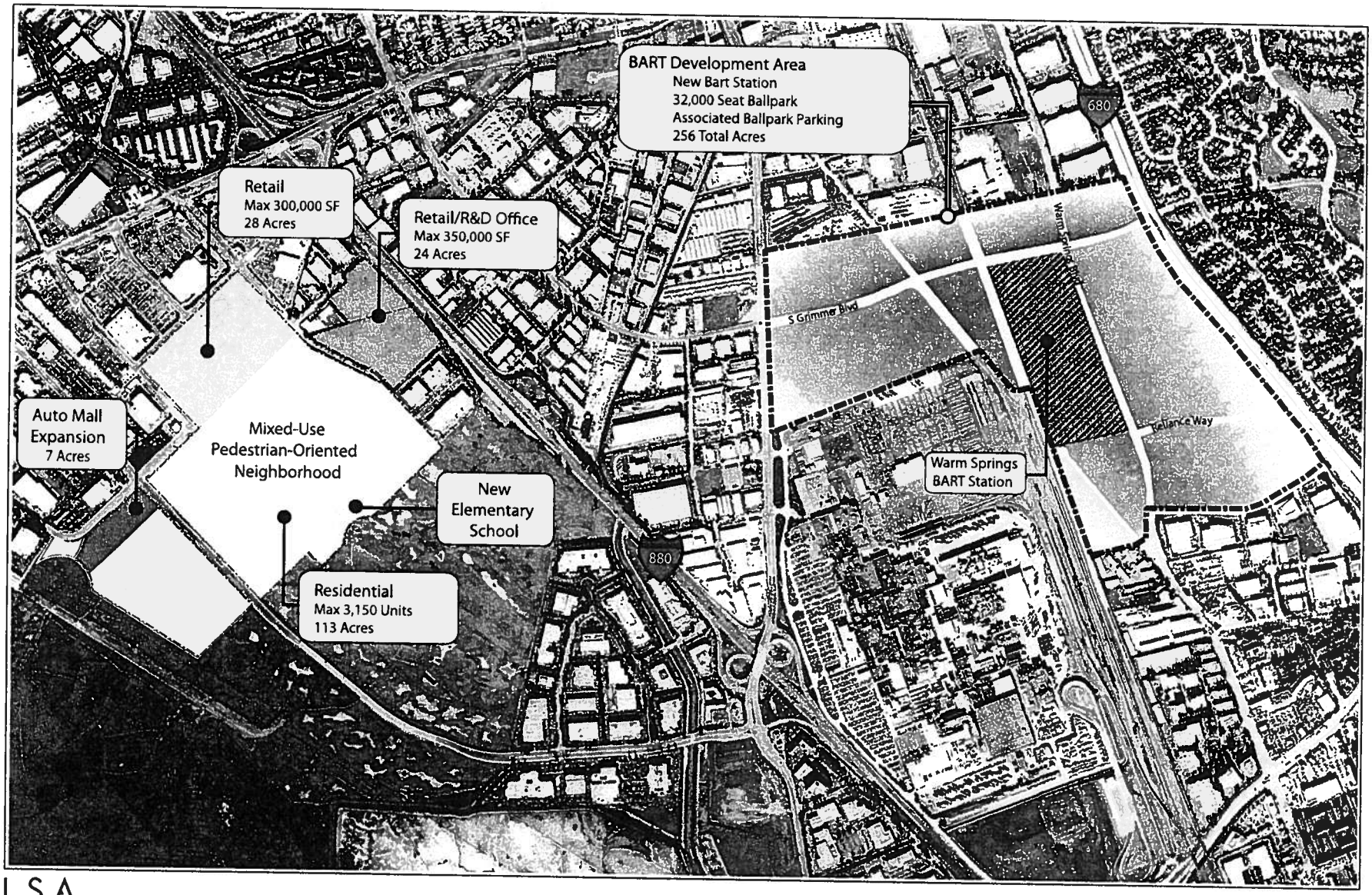

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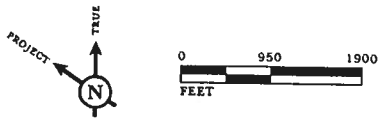
FIGURE 4



Ballpark Village Project
Ballpark Off-Site Alternative

SOURCE: OAKLAND ATHLETICS, 2008

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