

WARM SPRINGS/SOUTH FREMONT STATION

Nestled between the Fremont Hills and the San Francisco Bay, the new BART Warm Springs/South Fremont Station is BART's 46th station. BART customers are welcomed to the station by the large, open plaza and rotunda. The station's dramatic glass art, entitled "Sky Cycles", is the largest art installation in the BART system, and adds a vibrant, airy, and modern feel.

The station features an at-grade island platform with a second-floor concourse, access to Alameda-Contra Costa Transit (AC Transit) buses, as well as taxi, private shuttle, and "Kiss-and-Ride" passenger drop off areas. The station will also provide approximately 2,000 parking spaces.



Warm Springs/South Fremont Station looking towards the Fremont Hills.

As with all BART stations, the new station is fully accessible to pedestrians and bicyclists, and will include bike lockers, elevators, and escalators, along with Braille signs and a tactile path to aid riders with disabilities.

A host of smart environmental features adorn the new station and trackway, including solar panels installed on the roof of the main station structure and several parking canopies; electric vehicle charging stations and bio-swale filtration systems in the parking lots; and tire derived aggregate used for vibration damping in the

trackway, which removed 130,000 tires from landfill.

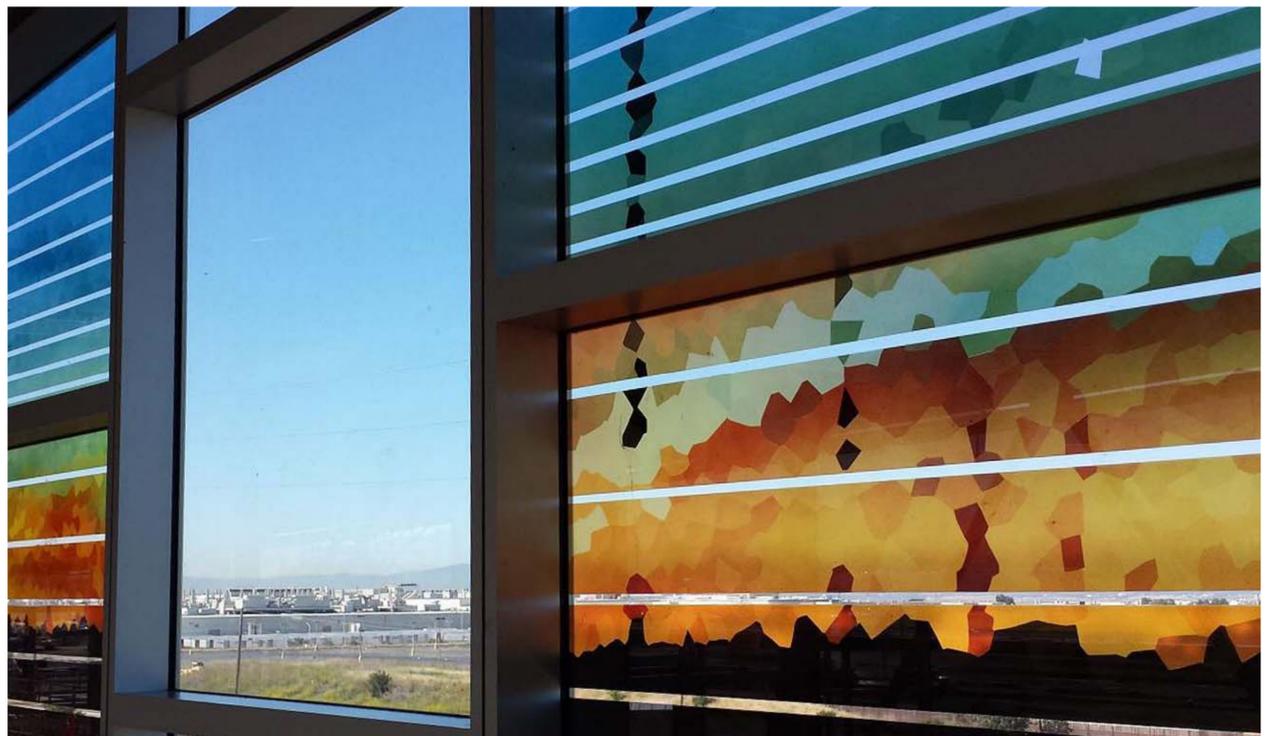
This new station culminates the 5.4-mile extension southbound from Fremont Station, achieving a major milestone in the Bay Area's collective effort to improve the regional transit network, reduce overall traffic congestion, and extend BART service further south to Santa Clara County.



“SKY CYCLES”

THE ART OF WARM SPRINGS/SOUTH FREMONT STATION

BART’s newest station, Warm Springs/South Fremont, is designed to welcome visitors with a bold, majestic, and colorful art glass display that uniquely creates a strong sense of place. “Sky Cycles” anchors the station to its surroundings by featuring in abstract images on the station curtain walls some of Fremont’s landmarks, such as Lake Elizabeth and Mission Peak, as well as the San Francisco Bay, the Dumbarton Bridge, and the city skyline. The rotunda entry depicts the sky image at four times of day – dawn, mid-day, mid-afternoon, and sunset. The clouds and sky are meant to be metaphoric of the passage of time and the energy of the place.



Close-up view of Warm Springs/South Fremont Station glass art depicting abstract images of the Fremont area.

Artist Catherine Widgery, known for creating site-specific art works for the public sector over the past 30 years, was selected and commissioned to create her original art to fill the station with light and color.

Ms. Widgery used photographs taken by residents and visitors of the Fremont area as her source of inspiration. She and her team of talented specialists fabricated 7,000 square feet of glass fused in massive kilns to create panels of tempered-laminated safety glass which are custom sized for each space. The overall process took 3 years from design to complete installation. The panels passed stringent safety tests and requirements for strength and durability.

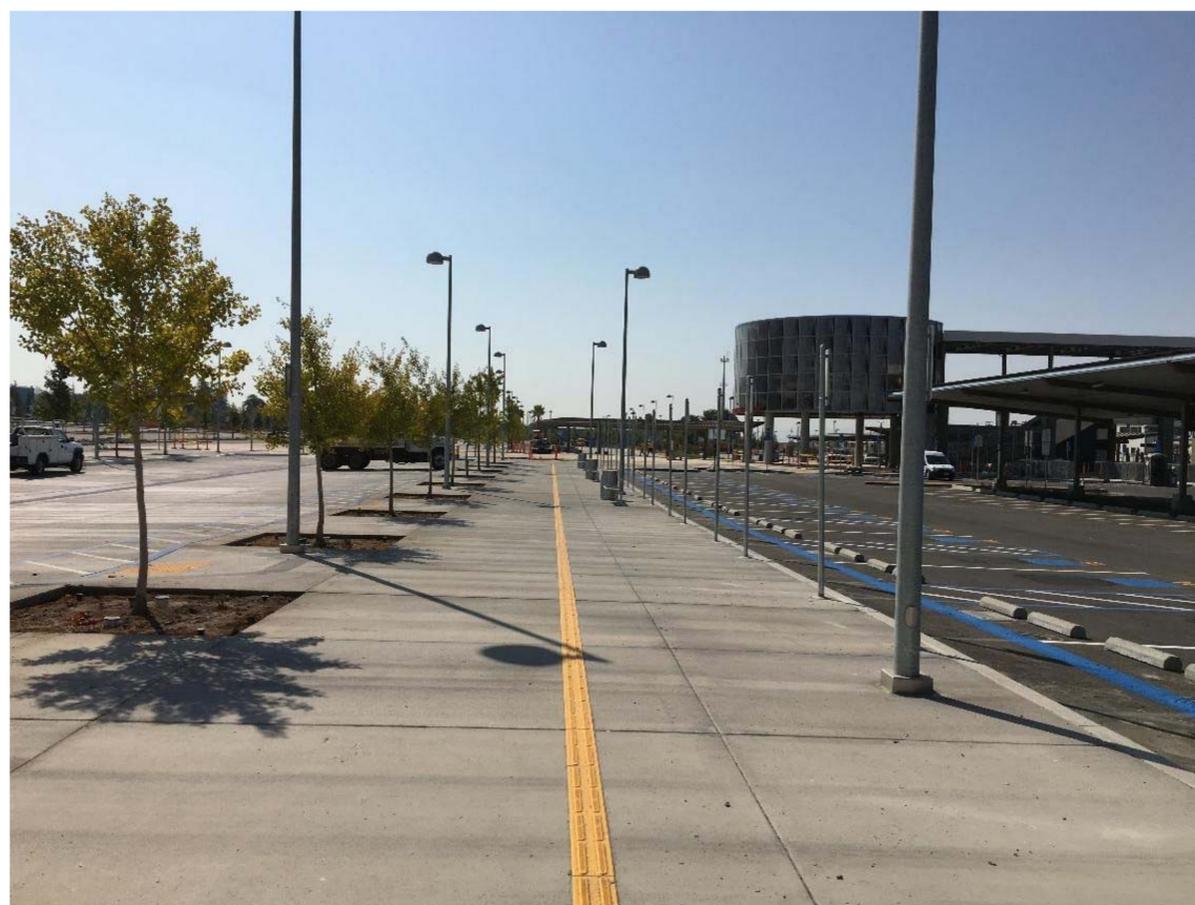
BART customers will experience different details and combinations of colors and light at different times of day, and will have a unique experience every time they visit the Warm Springs/South Fremont station. “Sky Cycles” is the largest art installation in the BART system.



ACCESSIBLE BY DESIGN: MAKING WARM SPRINGS/SOUTH FREMONT STATION ACCESSIBLE TO ALL

The Warm Springs/South Fremont Station features numerous accessibility elements, in full compliance with state regulations and federal Americans with Disability (ADA) laws. Many of the accessibility features incorporated input from BART's Accessibility Task Force – a group that advises BART on disability-related issues and advocates on behalf of seniors and people with disabilities.

The station design includes a network of sight paths that serve as designated ADA routes, laid out



ADA tactile routes and accessible parking at the Warm Springs/South Fremont Station parking lot.

with a distinctive tactile surface pattern spanning from the parking lots and bus bay transit facility throughout the station. Two sets of large, glass-enclosed elevators are centrally located and facing each other for easier access. The configuration and increased size of the elevators allow for safer usage for those with disabilities. Bus bays for paratransit, private shuttle, and AC Transit bus pick-up are conveniently located for easier access and mobility.

Additionally, Braille and large-print signs, lighting, and an upgraded public address system are deployed throughout the station, making it easier for riders with visual impairments to obtain travel information.

The new station is designed to be safe, dependable, and inclusive, thereby expanding the transportation options available to all customers, including those with disabilities.

ACCESSIBLE BY DESIGN: COMMUNITY-FRIENDLY ACCESS AT WARM SPRINGS/SOUTH FREMONT STATION

BART embraces community and transit-friendly access alternatives that contribute to smart growth options in transportation connections while promoting multimodal access for neighborhoods. In particular, the design of the new Warm Springs/South Fremont Station reflects these high-standards through the following means of access, all conveniently located on the east side of the station:

- A dedicated transit center with seven bus bays for AC Transit and private shuttle service
- Designated areas for “Kiss-and-Ride” pick-up and drop-off, taxis, and paratransit
- Well-situated parking for disabled persons
- A primary entry plaza linked to a multimodal circulation plan, with pedestrian walkways and bike lanes

Bicycle access to the station was a key consideration in the Warm Springs/South Fremont Station’s design and construction. In addition to the bicycle-friendly features around the station, the City of Fremont upgraded several streets leading into the station to support increased bicycle traffic. The new station provides bike racks and bike lockers on the ground level, with accommodations for expanding bike parking facilities to meet future demand. Another bike-friendly feature is the introduction of bike channels in the main entrance stairways as well as the southern stairway between the concourse and platform levels. This will make station access easier for bicyclists carrying their bicycles up and down stairways.



New bicycle lanes lead into Warm Springs/South Fremont Station.

COLLABORATION: THE BART-CITY OF FREMONT PARTNERSHIP TO FULFILL THE VISION

With the passage of ACTIA's (now ACTC) Measure B in 2000, a partnership was forged to fulfill the vision of bringing BART 5.4 miles southward through Fremont to the Warm Springs District. The City would build the largest infrastructure project in its history—the Washington Boulevard and Paseo Padre Parkway Grade Separation project. BART would extend service from Fremont Station into a new station at Warm Springs via a subway beneath Lake Elizabeth in Central Park. Crucially, the ability to construct a future station in the Irvington District was included in the project plans. The following are some of the highlights:

- Supplemental State funding secured by the region was assigned to the City's Grade Separation project for a much-needed boost.
- The BART Paseo Padre Parkway Overpass structure (paid for by BART) was added to the City's Grade Separation project, minimizing cost and disruption.
- Numerous utilities, including two large-diameter Hetch Hetchy water lines, affected by both projects were relocated just once for both projects, rather than twice, with costs and savings shared.
- Construction safety in Central Park was enhanced and impacts to Union Pacific Railroad freight track realignments were minimized, yielding more cost savings.
- Real property rights were exchanged by both parties, again yielding benefits to both projects.
- Fremont altered Central Park's general plan, making possible an enhanced dog park at no additional cost.
- Fremont allowed BART to offer remote parking at the old City Hall site temporarily during construction at Fremont Station.
- The Warm Springs/South Fremont Station was designed by BART to accommodate a future western entrance as shown in the City's Community Plan.



BART funded the Paseo Padre Parkway Overpass as part of its partnership with the City of Fremont.

DOING OUR PART: INTEGRATING SMART ENERGY SOLUTIONS WITH SOLAR POWER AND ELECTRIC VEHICLE CHARGING

Smart energy solutions are boldly integrated into the design of the new Warm Springs/South Fremont Station. The new station features photovoltaic (PV) cells that generate clean and renewable solar energy. Solar panels were installed on the entire station rooftop and atop the parking lot canopy structures on both sides of the station pedestrian bridge.

The solar panels power the station. They convert sunlight into usable electricity throughout the day, and have the capacity to produce over 500 kilowatt-hours, more than enough to meet the station's daytime power needs. Excess power will be fed back into the grid and will "run the meter backwards." Solar design, installation, and connection was done by the Bay Area-based Solar City under a separate "power purchase agreement" with BART.

In addition to powering the station, the solar panels provide clean, renewable energy to charge electric vehicles parked in BART's lot. There are 42 parking spaces for electric vehicles, including three accessible spaces.



Solar panels atop building structures at Warm Springs/South Fremont Station

DOING OUR PART: KEEPING THE BAY CLEAN WITH BIOSWALE LANDSCAPING

BART is helping to keep the San Francisco Bay clean through smart design and the inclusion of “bioswales” at the new Warm Springs/South Fremont Station.

Bioswales, also known as vegetated swales or buffers, are a form of landscaping designed to remove silt and pollution from surface run-off water. The swales are a deep “U” shape and are

made of various types of native, natural grass and can be found throughout the station parking lot. They are also designed with gentle slopes that allow drainage to meander slowly, allowing water to filter and settle into the ground.

This type of landscaping is used to partially treat water to achieve improved quality, serving to filter a portion of the storm water volume before it goes back into the environment, thereby reducing pollutants that would otherwise

wash out into the Bay. Bioswales also reduce flooding potential, and carry storm water away from critical infrastructure.

Bioswale landscaping is a smart design alternative to traditional storm water piping, and helps keep the San Francisco Bay cleaner.



U-shaped bioswales at Warm Springs/South Fremont Station serve to filter storm water.

DOING OUR PART: PROTECTING WILDLIFE DURING CONSTRUCTION

Measures to protect wildlife and their habitats have been an important part of the Warm Springs Extension Project's comprehensive biological monitoring program. The project alignment included several sensitive areas of wildlife habitat and endangered species, such as the California Tiger Salamander. The project promoted best management practices to ensure proper implementation of the protocol set in place to protect wildlife. All project staff and construction personnel received environmental awareness training and a team of biologists were on the ground monitoring and assisting with this effort. A few examples of the project's efforts to protect wildlife include:

Lake Elizabeth Fish Removal: During construction of the subway portion of the extension, which includes an underwater segment beneath Lake Elizabeth in Fremont Central Park, water from a part of the lake was drained for construction. As the water level was lowered, biologists carefully collected fish, one by one, from the drainage area and re-located them to the undisturbed part of the lake.

Nesting Birds: Strict state and federal wildlife protection laws required BART to cordon off hundreds of sections of the construction site, typically for weeks at a time, whenever an endangered nesting bird was discovered. With the project site sitting along the regular avian migration route, species flocked to the project area, especially around Central Park, to lay eggs. Since most species of migratory birds can't be disturbed once settled in the nest, work was re-routed around the area whenever nests were found, and the nests were protected until the hatchlings flew off.

Sabercat Creek Riparian Restoration Project: The riparian (creek side) restoration project included removal of non-native and invasive species. Native plants were planted on site to increase the diversity of the vegetation and increase the habitat value for animals such as deer and birds that frequent the creek area.



Above: Aerial view of Lake Elizabeth during dewatering and fish removal.



Above: View of Killdeer bird hatchlings and eggs on site of construction.

DOING OUR PART: WETLAND RESTORATION ALONG PASEO PADRE PARKWAY

As an ancillary part of the Warm Springs Extension project, BART created a 13-acre wetlands restoration area to offset impacts to existing habitat from construction of the new trackway. Located just east of Fremont Central Park's Lake Elizabeth near Paseo Padre Parkway, the new inland wetlands comprises some 40,000 native tree clippings and plants that will allow water run-off from the neighboring area into the wetland habitat.

Due to the unique characteristics of wetlands, only plants from the particular watershed can be used to restore the wetland habitat. To restore the wetland area, ecologists collected clippings from native plants and cultivated them at an offsite greenhouse until they were large enough to be transported and replanted in the wetland. Contractors used large equipment to create a series of levies and earthen mounds that act as natural berms to keep the area soil and hydrology properly balanced. Many of the tree plantings mature quickly and are expected to grow to approximately 10-15 feet in height within 5 years.

This new wetland, entirely populated by native local plants, creates a beautiful aesthetic adjacent to the BART trackway.



Wetland restoration near Paseo Padre Parkway.

FUTURE VISION: MAKING WAY FOR IRVINGTON STATION

The addition of a third BART station in the City of Fremont's Irvington District is being studied. The proposed future Irvington Station will be located just south of Washington Boulevard along Osgood Road. As part of the Warm Springs Extension project, provisions have been made that will allow the new station to be constructed with minimal to no disturbance of the trackway. The future station is in the conceptual/study phase.

The conceptual design for the Irvington Station provides for a side platform station with the trackway at grade and the concourse level situated above. The station as currently conceived would be fully accessible to pedestrians, bicyclists, and riders with disabilities, with intermodal access to AC Transit buses, paratransit, taxi and "Kiss-and-Ride" passenger drop off areas. Other provisions include surface parking spaces and station access via pedestrian overpasses traversing Osgood Road to the east and the Union Pacific Railroad track to the west.

As a result of the passage of Measure BB by Alameda County voters in November

2014 there is \$120 million in funding earmarked for the Irvington Station. In 2016, the City of Fremont's Planning Commission established the "Irvington Station Study Area" in anticipation of the project. However, an exact date for development and opening of this new station is still to be determined based upon funding. For more information, visit: www.fremont.gov.



Rendering of proposed Irvington Station.

FUTURE VISION: DESTINATION SANTA CLARA

The Santa Clara Valley Transportation Authority (VTA) operates all public transit in the South Bay and is not an original member of the BART District, which means it does not pay taxes into the BART system. However, voter-approved Measure A afforded a unique agreement between VTA



Rendering of Milpitas Station exterior.

and BART that allows VTA to construct the Milpitas and Berryessa stations and hand them over to BART to operate.

Measure A authorizes VTA to deliver the full 16-mile extension of the BART system to San Jose, Milpitas, and Santa Clara, known as the BART Silicon Valley Extension. This effort will be delivered in a phased approach. The first phase is the 10-mile extension south to a new Milpitas Station and ending with a new Berryessa Station in north San Jose. Phase 1 is expected to be

completed by early 2018.

Phase 2 will consist of construction of a 6-mile extension from a new Berryessa Station that includes a 5.1-mile subway through downtown San Jose and ends at-grade in Santa Clara near the Caltrain Station. Phase 2 will commence as additional funding is secured.

This collaborative effort represents great strides in the quest to extend BART service to San Jose and Santa Clara County, and will provide the residents of the Bay Area even greater access to transportation – the benefits of which will be felt for many years to come.

FUTURE VISION:

WARM SPRINGS WEST ACCESS BRIDGE AND PLAZA

The proposed Warm Springs West Access Bridge and Plaza Project will create a vital link to a pedestrian and bicycle corridor in the Warm Springs district of Fremont that will eventually span Interstate 880 to serve existing and future employment centers and development on lands between the new BART Warm Springs/South Fremont Station and the San Francisco Bay shoreline.



Rendering of West Access Bridge and Plaza.

The project consists of the construction of an iconic cable-stayed pedestrian and bicycle access bridge and welcoming ground-level entrance plaza on the west side of the new station. The access bridge and plaza will provide an essential connection between BART and properties west of the station, including the planned 111 acres of mixed-use facilities being developed by Lennar Corporation, and located just north of the Tesla Motors automotive factory.

Partial funding is being provided by Measure BB, which was passed in 2014 by Alameda County voters. The City of Fremont is taking the lead on the overall funding and development of this project, which is part of the City's vision to create a transit-oriented innovation ecosystem identified in its Warm Springs/South Fremont Community Plan, while BART is providing oversight coordination for transit-oriented development.

This project represents a critical connecting element within the City of Fremont's Community Plan for a new Innovation District. For more information, visit: www.fremont.gov.

FUTURE VISION:

WARM SPRINGS/SOUTH FREMONT COMMUNITY PLAN

Fremont, California was home to Apple's first manufacturing site where the original Macintosh computer was produced in 1984. Today, Fremont continues to be a hub for innovation as it partners with the private sector, public entities, and residents to develop the Warm Springs/South Fremont Community Plan. This plan is a unique 880-acre place-making mix that incorporates key land-use standards for innovation, and inspires a vibrant and livable community by promoting desirable housing, jobs, a new elementary school, and economic opportunities.

The Community Plan is anchored by the BART Warm Springs/South Fremont Station and Tesla Motor plant, along with other advanced manufacturing companies and businesses located in south Fremont. The City of Fremont is building the West Access Bridge and Plaza that will connect pedestrians and bicyclists to and from the new BART station, and the station will serve as a regional transportation hub, linking to other activity centers and modes of transportation within Alameda and Santa Clara counties and the greater San Francisco Bay Area.



Rendering of the City of Fremont's Community Plan.

The first round of projects is expected to be complete within 5 years. They include a residential development by Toll Brothers on a 34-acre site located east of the new BART station, featuring 1,001 apartments, condo flats, and townhomes of which 132 are affordable housing units. Lennar Corporation is concurrently developing an urban, mixed-use, 111-acre site, located west of the new station and north of Tesla. The project features 2,214 residential units, of which 290 are affordable housing units; 700,000

square feet of Class A office space; and 700,000 square feet of research and development space.

Additional mixed-use development is planned north of Grimmer Avenue as detailed in the Valley Oak Master Plan, and will offer 785 residential units, of which 102 are affordable housing units; and 325,000 square feet of commercial space. The Sobrato Corporation has submitted plans to develop a 685,000-square-foot Technology Center on 21 acres just south of the BART station.

The Warm Springs/South Fremont Community Plan creates a 21st century model for building communities.





THANK YOU VOTERS AND FUNDERS

YOUR TAX AND TOLL DOLLARS FUNDED THE WARM SPRINGS EXTENSION PROJECT

ALAMEDA COUNTY TRANSPORTATION COMMISSION (ACTC)

2000 Measure B Funds

CMA Transportation Improvement Program Funds

METROPOLITAN TRANSPORTATION COMMISSION (MTC)

Regional Measure 1, 2, and (AB) 1171 Bridge Toll Funds

STATE OF CALIFORNIA (CALTRANS)

2006 Proposition 1B Measure Funds

Traffic Congestion Relief Program Funds

2006 State and Local Partnership Program Funds

State Transit Assistance Funds

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA) CONTRIBUTION

2000 Measure A Funds