Warm Springs/South Fremont Community Plan

Fast Facts:
• 879 acres
• WS/SF BART Station
• 20,000 new jobs
• 4,000 resi. units

5 Master Plans
• Lennar (Area 4)
• Toll Bros. (Area 9)
• Valley Oak (Area 3)
• Tesla (Area 6)
• Sobrato (Area 10)
Fast Facts:
• 110 acres
• 1.4M s.f. comm/ind
• 2,214 resi. units
Toll Brothers Area 9 Master Plan

Fast Facts:
• 34.33 acres
• 5,000 s.f. comm
• 1001 resi. units
Valley Oak Area 3 Master Plan

Fast Facts:
- 28 acres
- 250,000 s.f. office
- 50,000 s.f. hotel
- 25,000 s.f. comm
- 785 resi. units
Fast Facts:
• 257 acres
• 4.6M s.f. existing factory
• 4.6M s.f. additional permitted
Sobrato Area 10 Master Plan

Fast Facts:
- 22 acres
- 584,205 s.f. R&D
- 108,595 s.f. industrial
Contact

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Parking Strategies for North Bayshore in Mountain View

May 21, 2020

Jim Lightbody
The City Council approved funding in the Fiscal Year 2018-19 Capital Improvement Program for the North Bayshore Circulation Feasibility Study, Project 19-54, which will focus on the feasibility of a Stevens Creek Bridge and the Charleston Road undercrossing proposals, as well as the overall gateway traffic impacts of various strategies to reduce SOV trips.

In October 2018, a Request for Proposals (RFP) for the North Bayshore Circulation Feasibility Study was sent to 22 firms. One consulting team, led by TJKM and Associates, responded to the City's RFP. This team included four of the firms who...
North Bayshore

- **Current conditions:**
  - 7 million sq. ft. of office - 25,000 jobs (90+% Google)
  - 14,000+ parking spaces

- **2014 Precise Plan**
  - 10.4 million sq. ft. – 40,000 jobs
  - 45% SOV with gateway trip cap

- **2017 Precise Plan Update**
  - Added up to 9,850 housing units
Parking Requirements

- **Office / R & D** – Maximum 2.7 spaces per 1000 sq. ft.
- Could be lower with 45% SOV target, but city and developers desired to retain future flexibility
- **Housing** – 0.5 to 1.0 spaces per unit depending on unit size
North Bayshore Parking

- Google – strong TDM program (47% SOV)
- New projects using ~2.2 parking spaces per sq. ft.
- Still expect 16,000+ spaces
North Bayshore Parking

- Microsoft – 1738 spaces
- 2.5 per 1000 sq. ft.
- 350 “extra” above needed for 45% SOV and to meet trip cap
Possible Futures

- Parking demand post COVID
  - More telework – less parking
  - More driving & less transit – more parking
- Less parking = more space for pedestrians, bikes, transit - maybe
- Time to manage better?
  - Manage time and location with smart phone app
  - Congestion Pricing
ANALYSIS

The City Council approved funding in the Fiscal Year 2018-19 Capital Improvement Program for the North Bayshore Circulation Feasibility Study, Project 19-54, which will focus on the feasibility of a Stevens Creek Bridge and the Charleston Road undercrossing proposals, as well as the overall gateway traffic impacts of various strategies to reduce SOV trips.

The study will coordinate with, and integrate results from, separate efforts addressing residential TDM requirements and Rengstorff Avenue improvements.

In October 2018, a Request for Proposals (RFP) for the North Bayshore Circulation Feasibility Study was sent to 22 firms. One consulting team, led by TJKM and Associates, responded to the City’s RFP. This team included four of the firms that Google...
Congestion Pricing

- Potential alternative to paid parking

- Clarify objective:
  - SOV reduction, demand management
  - Revenue to fund services and infrastructure

- Feasibility Study planned to consider technology, benefits, cost and revenue
MUSINGS ON THE WHOLESALE REMOVAL OF SAN FRANCISCO’S MINIMUM PARKING REQUIREMENTS

SPUR SAN JOSE – MAY 21, 2020
NUMEROUS POLICIES SUPPORT REMOVING PARKING MINIMUMS

+ Housing Affordability
+ Vision Zero
+ Transit First
+ Better Streets
+ Placemaking and Urban Design
+ Fairness and Equity

Staff could find no land use or policy rational for keeping minimum parking requirements in any zoning district in the city.
MANY WAYS TO NOT BUILD PARKING

City slowly removed minimum parking controls over the past few decades resulting in no minimum parking controls in most zoning districts.

+ Rincon Hill Plan (2005 and beyond)
  No parking minimums in residential districts

+ Bike parking Ordinance (2013)
  **Original Intent:** Car spaces in existing buildings could be converted to bike parking to meet minimum bike parking requirements
  **ZA Interpretation:** Applies to new construction as well

+ Planning Code 100% affordable Housing Projects exempted
  TDM Ordinance
  Home SF
  ADU Ordinance
  ZA may exempt projects in Neighborhood Commercial Districts administratively
  Section 161 - lots of random parking waivers
  Section 155(r)
EXPAND PROTECTIONS

PRE-LEGISLATION

- Pre-Legislation Zones
- Protected Street Network
  + Transit Priority
  + Bike Network
  + Neighborhood Com.
PROCESS OVERVIEW (LATE 2018)

10/18 Better Streets Plan Legislation heard at Planning Commission
   + **Staff Recommendation**: Waive Parking Minimums for impacted parcels in Neighborhood Commercial Districts whose sole frontage on protected street
   OR, waive minimum parking requirments in NC Districts altogether
   + **Commission Recommendation**: Waive Parking Minimums Citywide (exceeds staff’s recommendation)

10/22 Min Parking Legislation - First Hearing at Land Use Committee
   + Supervisor Kim splits the file, introduces amendments to waive min. parking reqs

11/5 Amendments to Remove Parking Minimums heard at Land Use
   + Land Use Committee requests staff conduct additional outreach
   + 3 outreach meetings at City Hall

11/26 Return to Land Use Committee (debate/vote)
12/4 Passed 1st Reading at the Board of Supervisors
11/26 Passed 2nd Reading at the Board of Supervisors
12/21 Mayor London Breed Signs Legislation
REMOVE FLOORS, NOT CEILINGS

+ All zoning districts have a maximum, some have a minimum
+ No changes to the maximums
+ Remove minimums where they exist
+ No changes to off-street loading requirements
+ Developers can still build up to the maximum if they choose to
THREE LESSONS

GO FORTH AND REPLICICATE

1. Incrementalism is actually pretty effective

2. Empower your legislators to think big and be bold...**BUT!!!** Notice the Legislation Aggressively

3. How many Planners does it take to screw in a light bulb? *(Clue: This was a team effort)*
Extra Bonus Speil!
South Downtown Design + Activation

https://sfplanning.org/southdowntown
NEW MONTGOMERY STREET
MARKET STREET
MISSION STREET
HOWARD STREET
FOLSOM STREET
HARRISON STREET
BRYANT STREET
3RD STREET
2ND STREET
1ST STREET
FREMONT STREET
BEALE STREET
MAIN STREET
STAR STREET
STEUART STREET
SPEAR STREET
THE EMBARCADERO
THE EMBARCADERO
I-80 BAY BRIDGE
South Downtown Design + Activation Plan Boundary
TRANSIT CENTER DISTRICT PLAN
TRANSIT CENTER & CITY PARK
OCII ZONE2
OCII ZONE1
RINCON HILL AREA PLAN
+ RINCON HILL STREETSCAPE PLAN
WHERE
South Downtown Design + Activation Plan Boundary
East Cut CBD
1985ish
Howard Street Bike Greenway
Prioritization of Activities at the Curbside

1. Movement
2. Access for People
3. Access for Goods
4. Public Space and Services
5. Vehicle Storage

**CONVERT PARKING TO LOADING NORTH OF FOLSOM**
Ideas + Action for a Better City

learn more at SPUR.org

tweet about this event:
@SPUR_Urbanist
#Parking