

SPUR

Ideas + Action for a Better City

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#Parking

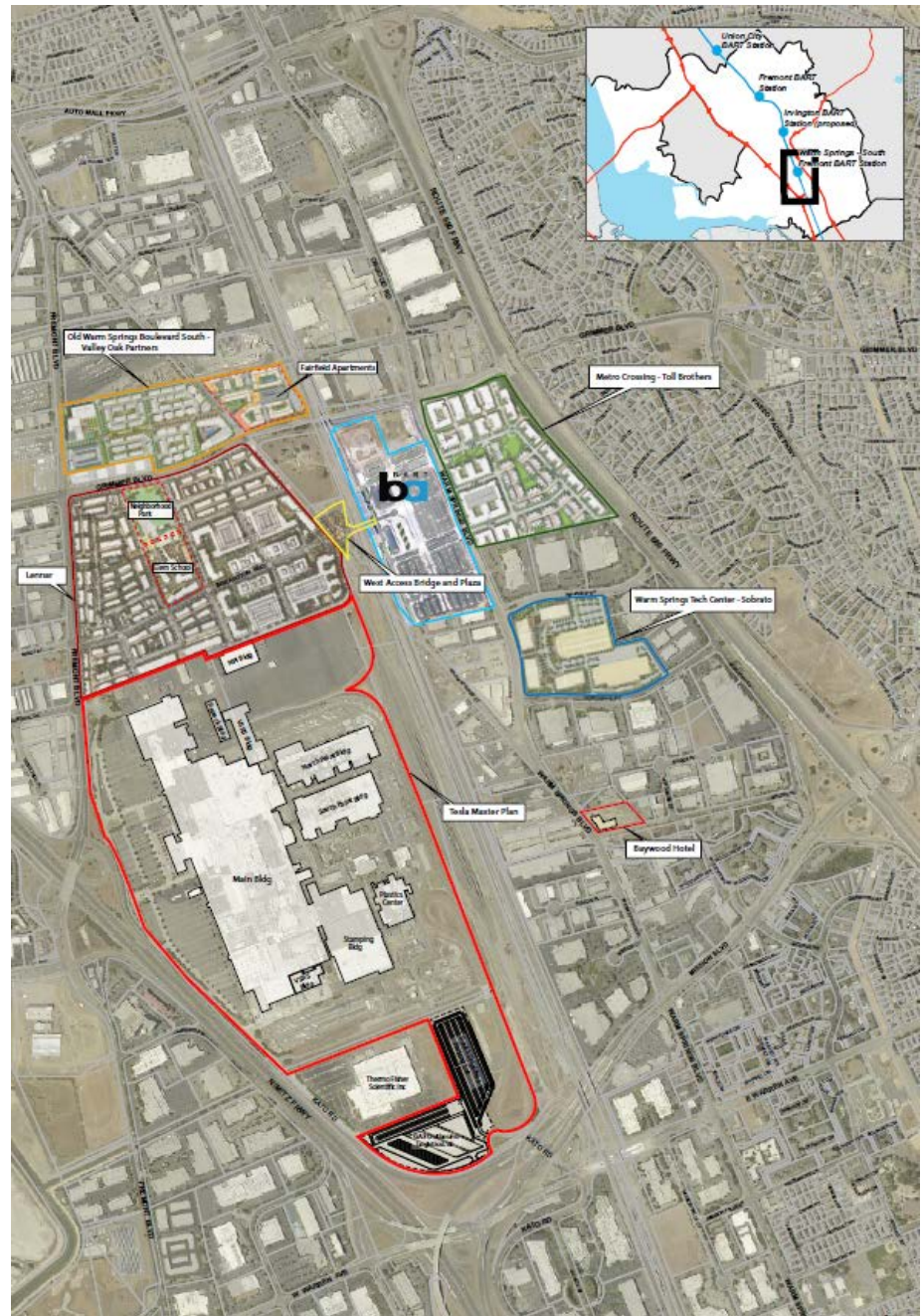
Warm Springs/South Fremont Community Plan

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)



Lennar Area 4 Master Plan



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

Tesla Area 6 Master Plan

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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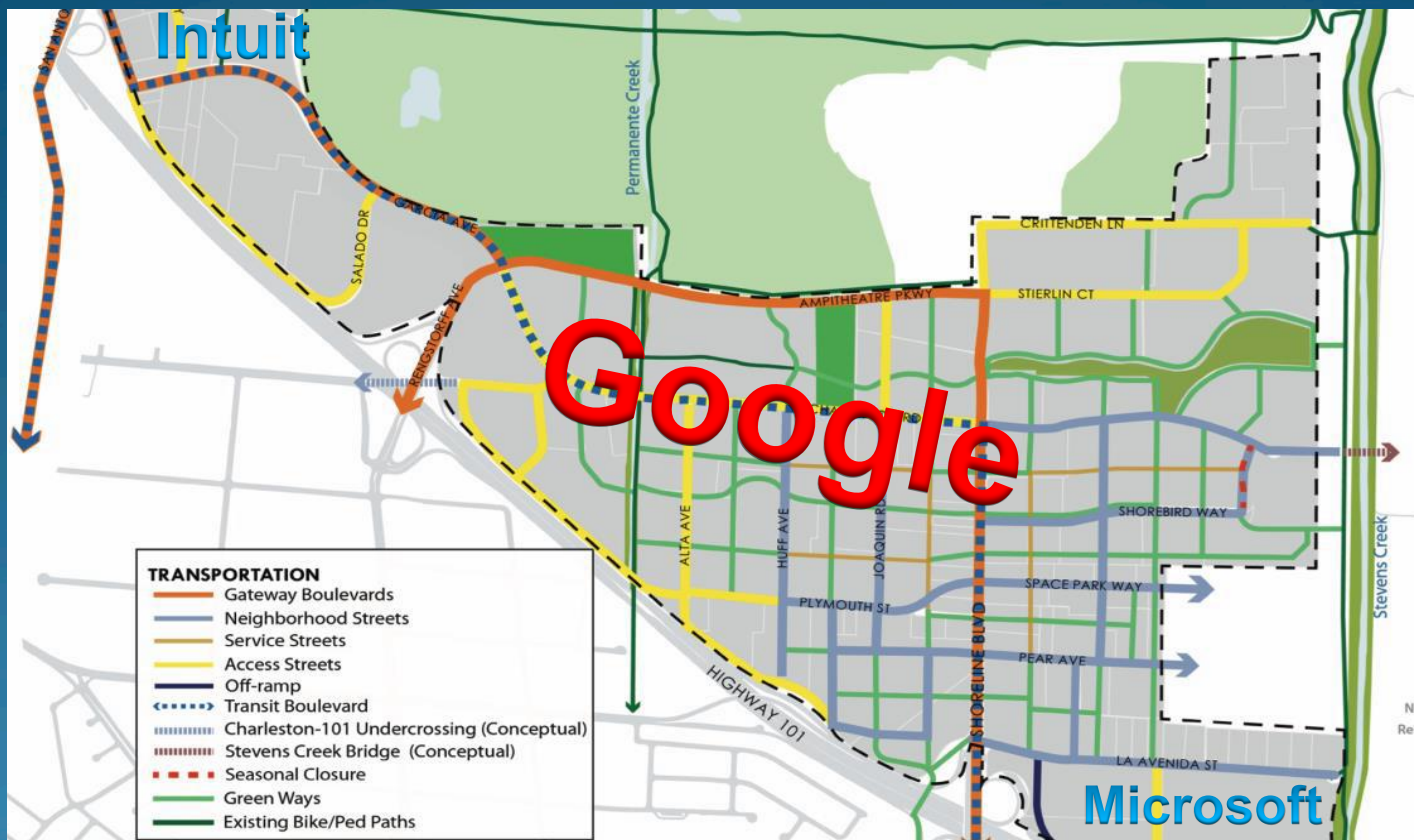


Parking Strategies for North Bayshore in Mountain View

May 21, 2020

Jim Lightbody

North Bayshore





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

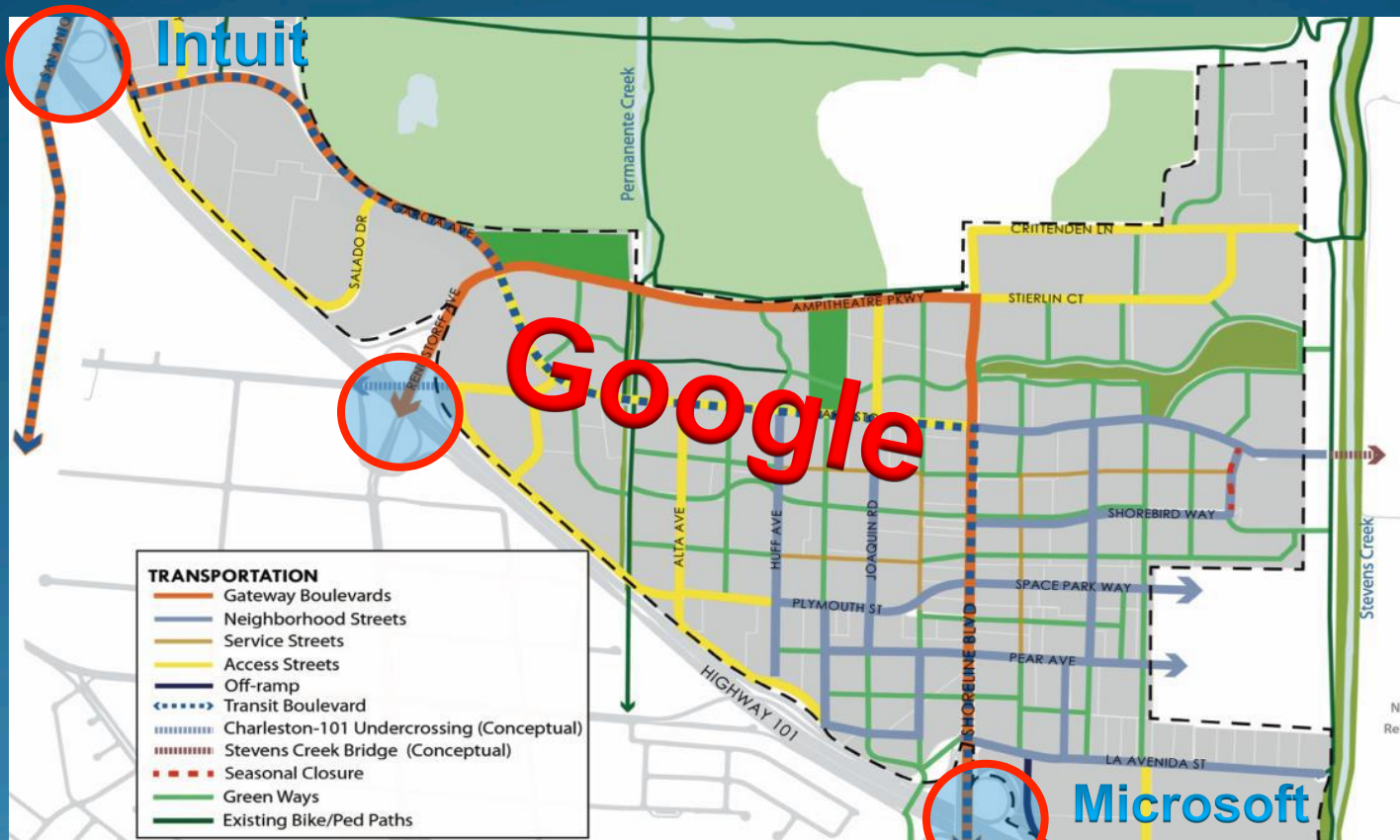




Possible Futures

- 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

North Bayshore Gateways





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

PAUL CHASAN, SENIOR URBAN DESIGNER | SF PLANNING DEPARTMENT
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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

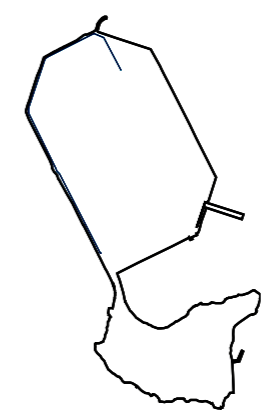
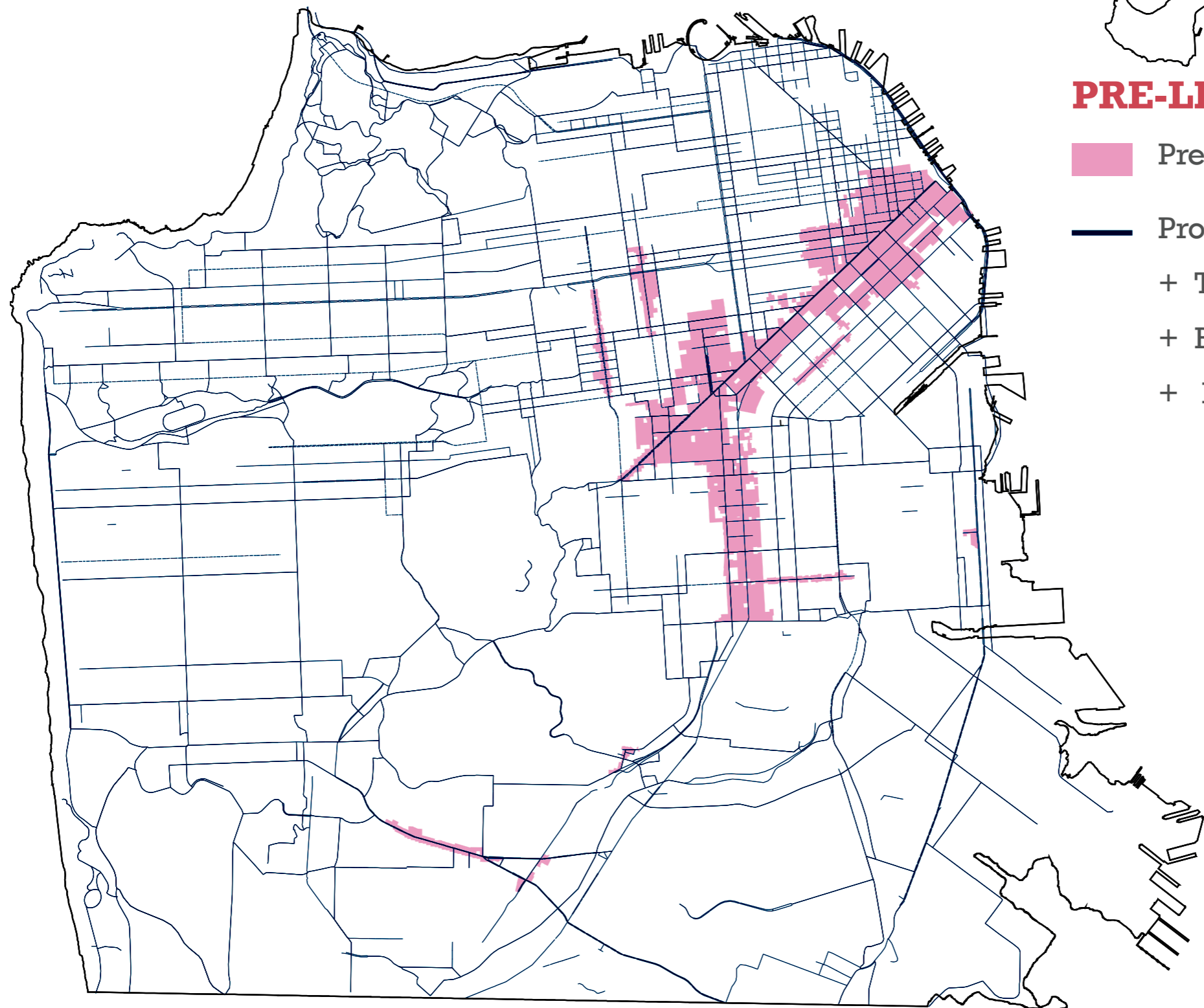
ADU Ordinance

ZA may exempt projects in Neighborhood Commercial Districts administratively

Section 161 - lots of random parking waivers

Section 155(r)...

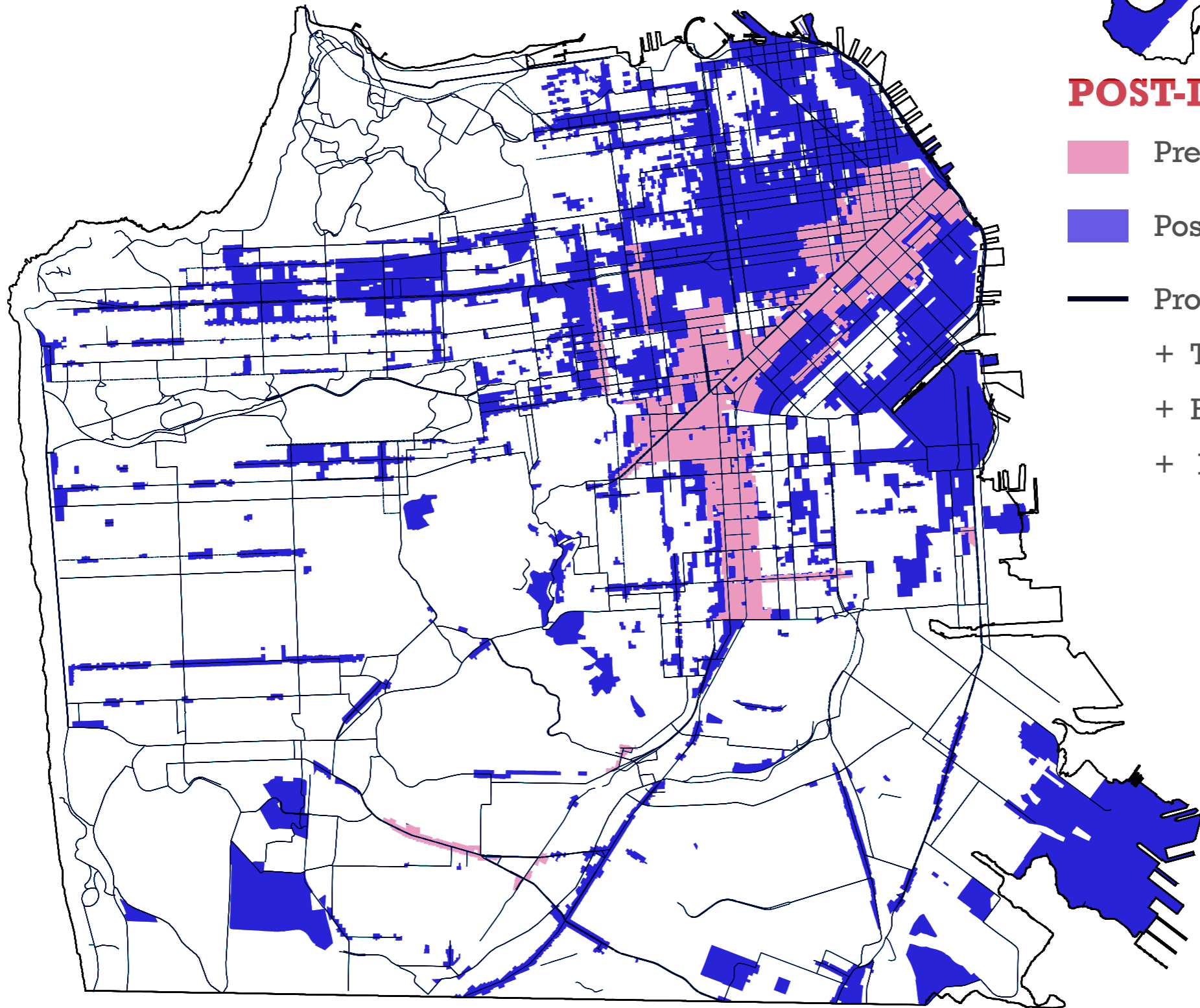
EXPAND PROTECTIONS



PRE-LEGISLATION

-  Pre-Legislation Zones
-  Protected Street Network
 - + Transit Priority
 - + Bike Network
 - + Neighborhood Com.

EXPAND PROTECTIONS



POST-LEGISLATION

- Pre-Legislation Zones
- Post-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 requirements 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

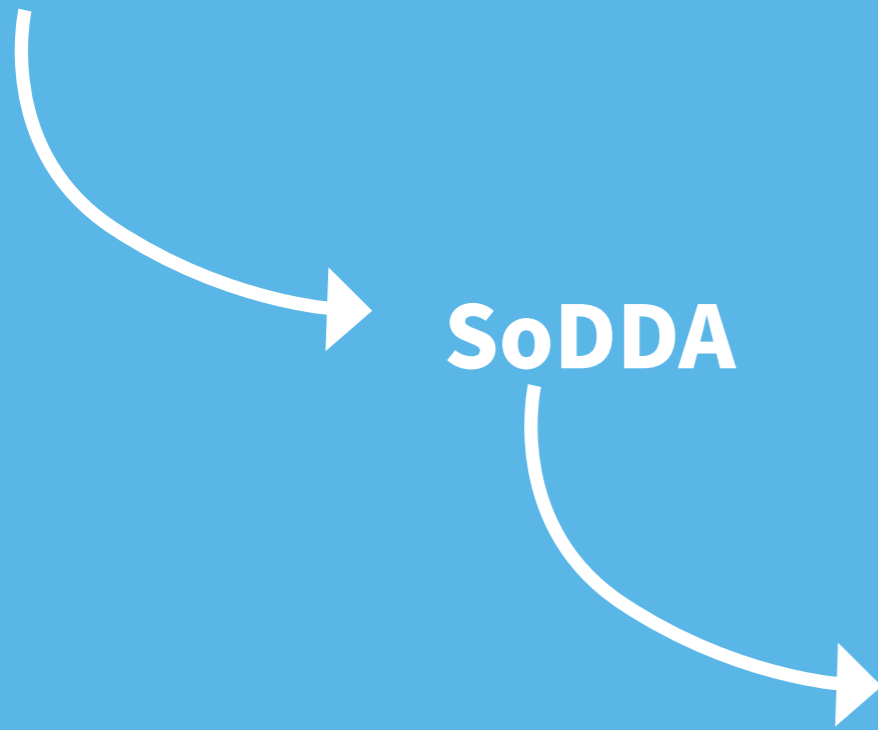
- + All zoning districts have a maximum, some have a minimum
- + No changes to the maximums
- + Remove minimums where they exist
- + No changes to off-street loading requirements
- + Developers can still build up to the maximum if they choose to

GO FORTH AND REPLICIATE

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*)

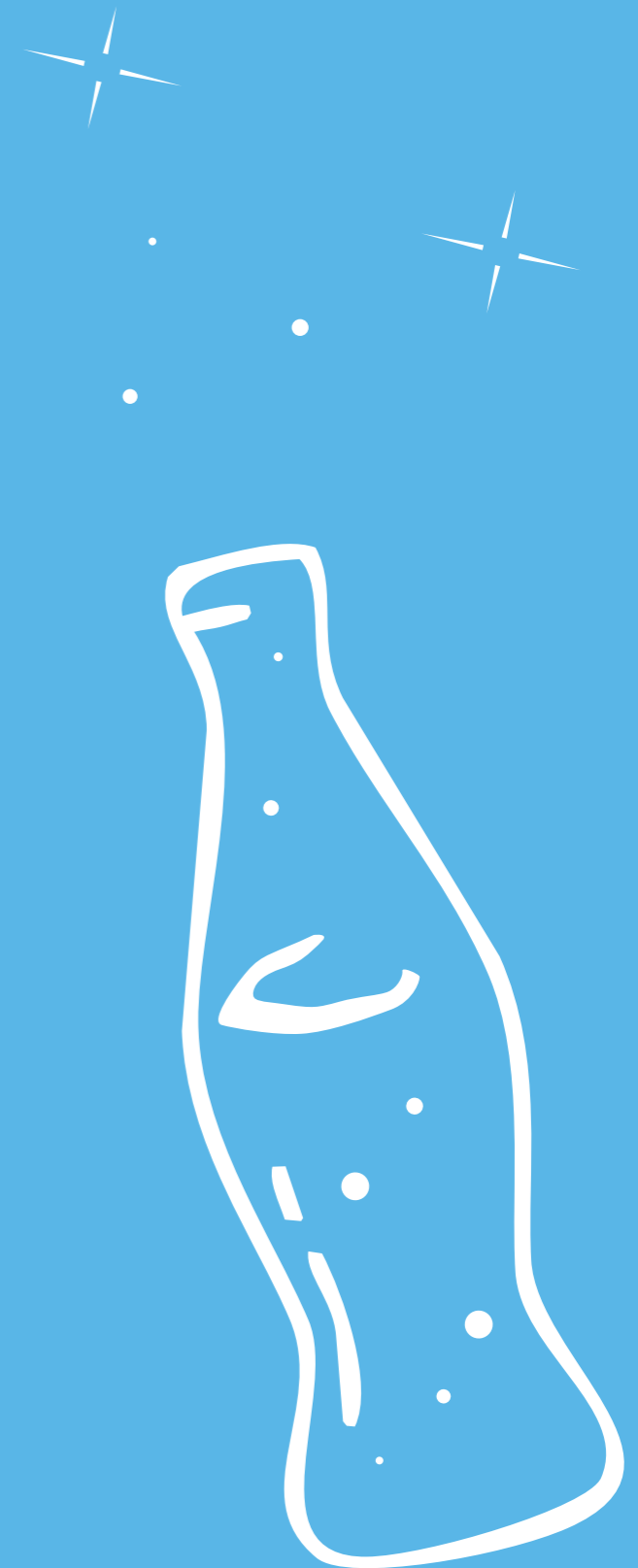
Extra Bonus Spiel!

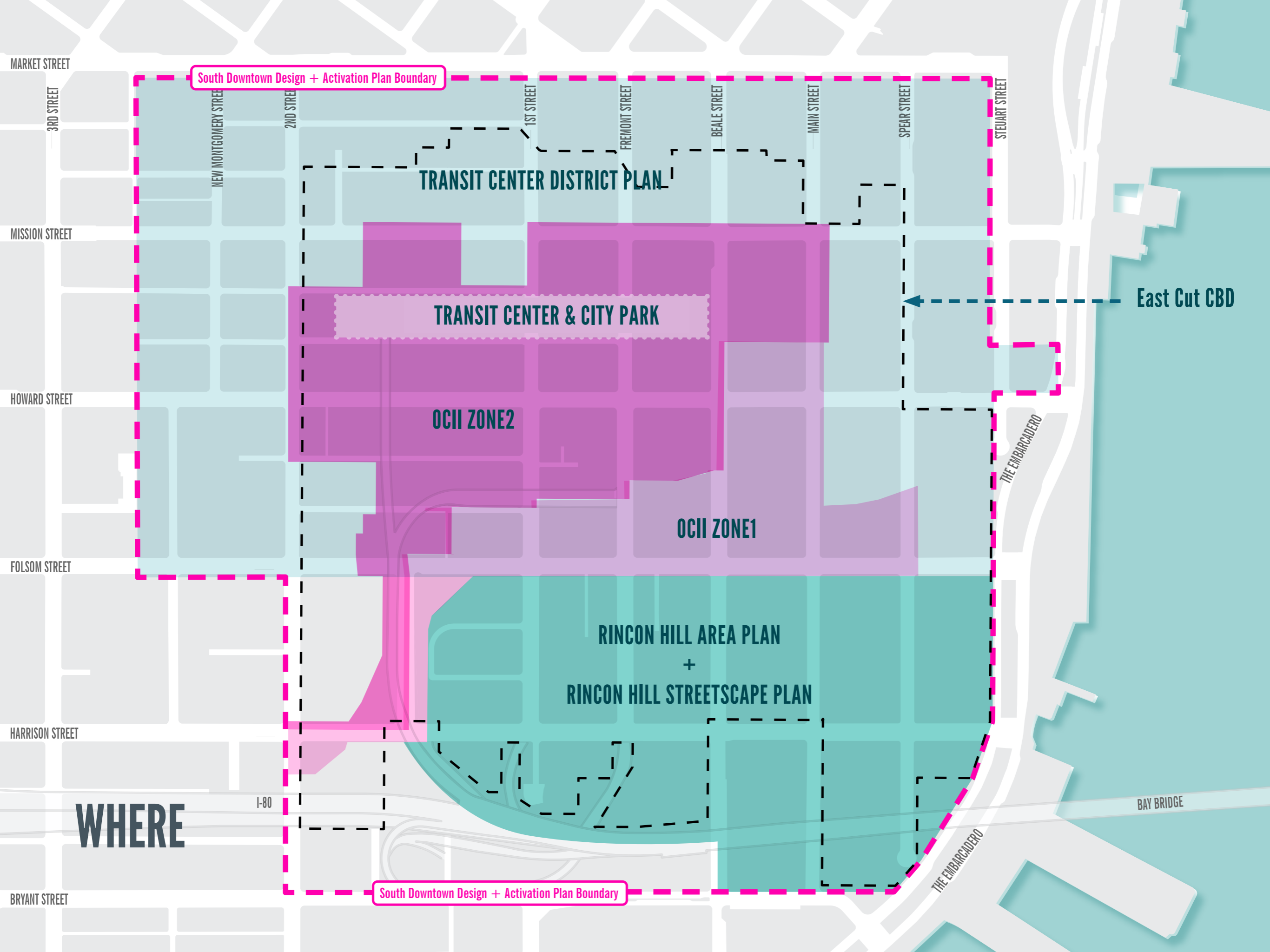
South Downtown Design + Activation



Soda

<https://sfplanning.org/southdowntown>





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

East Cut CBD

WHERE

South Downtown Design + Activation Plan Boundary

1985ish



2005ish



Todayish



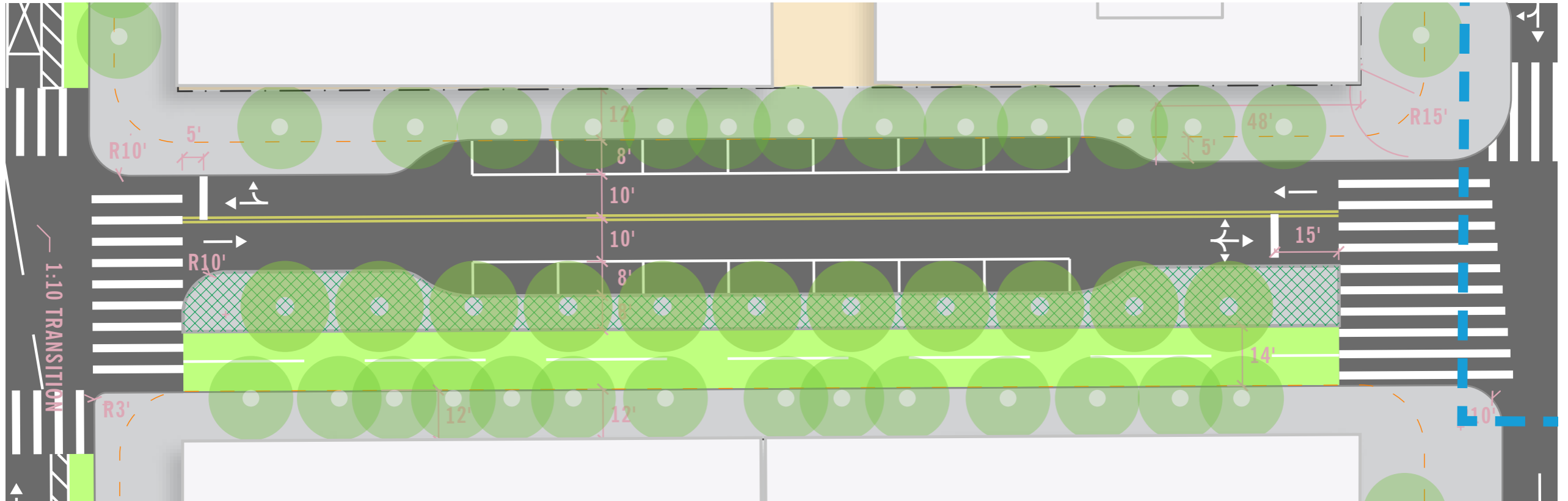
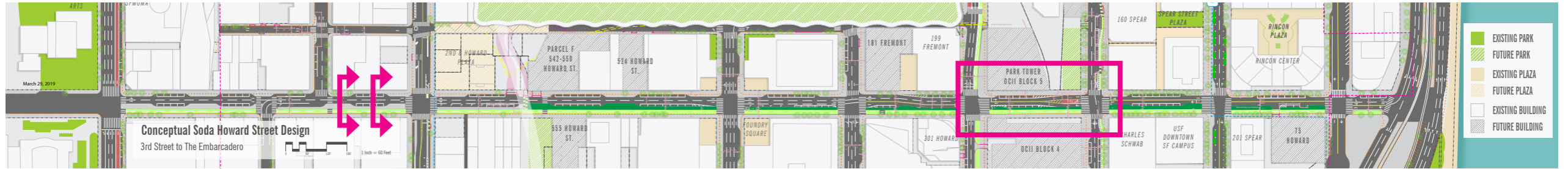
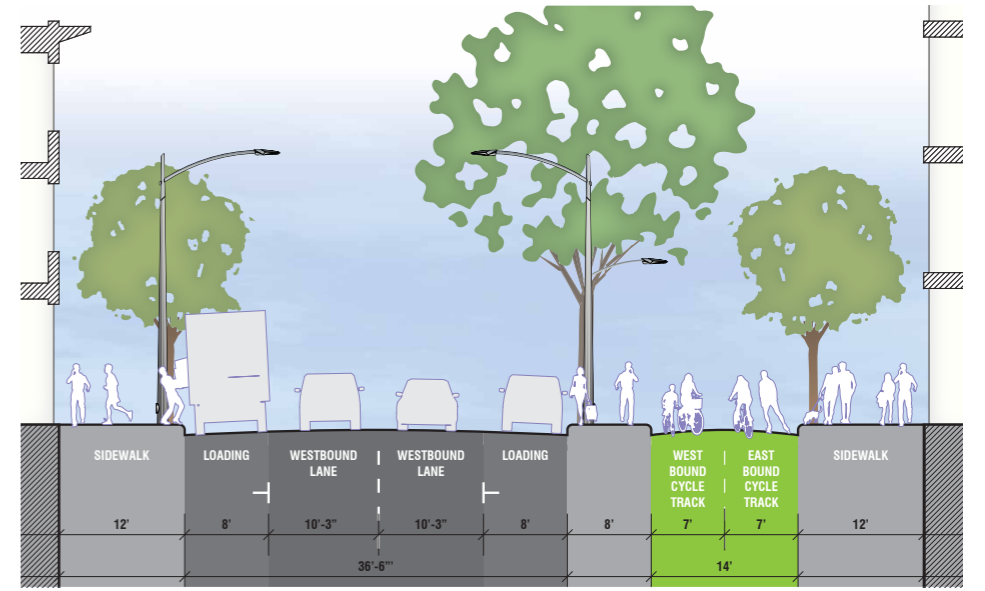
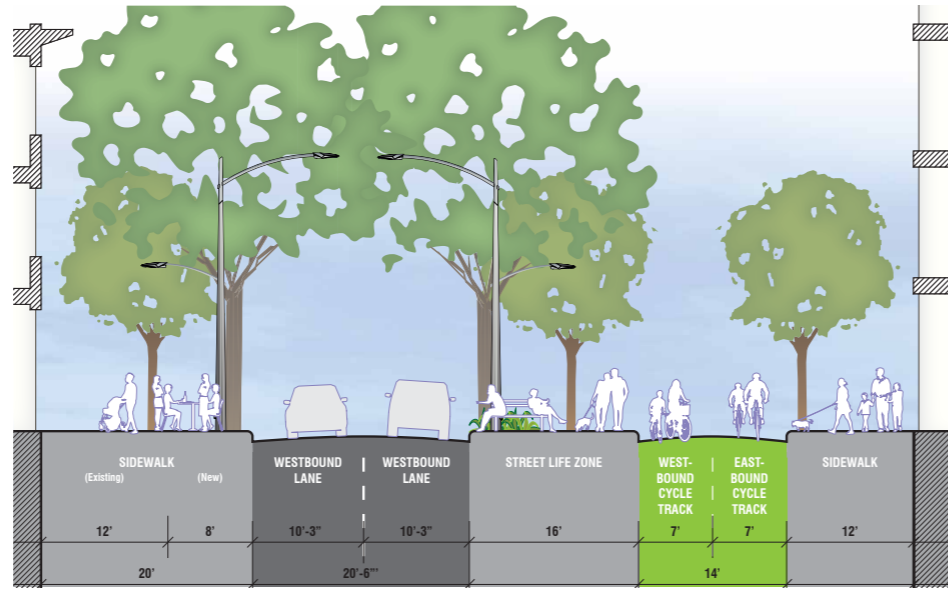








Howard Street Bike Greenway



ARMMAZ BUILDING
40 FIRST STREET





Prioritization of Activities at the Curbside



1. Movement



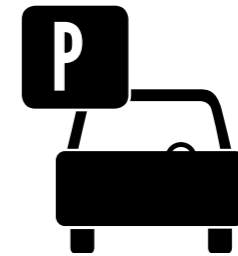
2. Access for People



3. Access for Goods



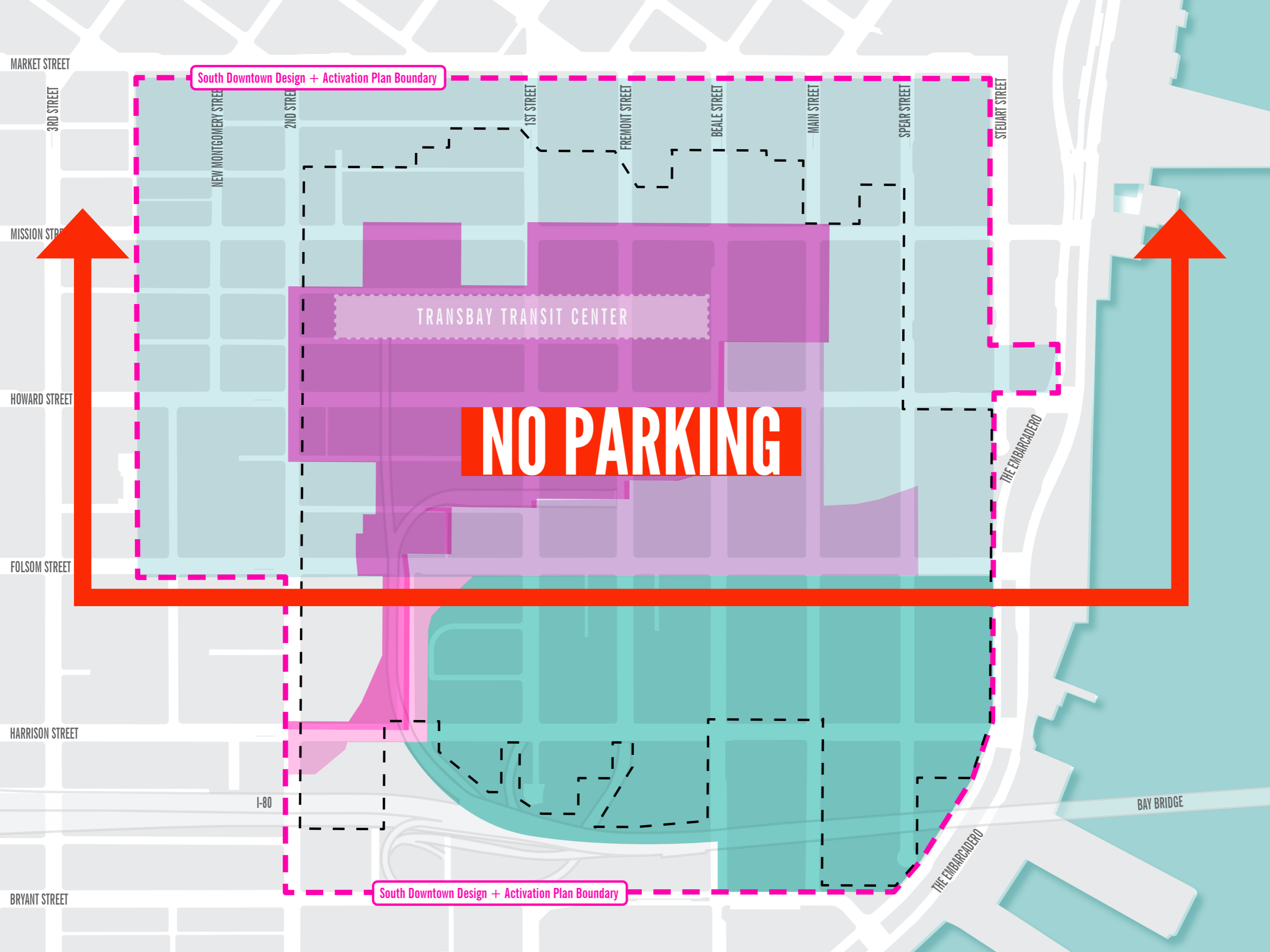
4. Public Space and Services



5. Vehicle Storage

CONVERT PARKING TO LOADING NORTH OF FOLSOM

CURBSIDE



South Downtown Design + Activation Plan Boundary

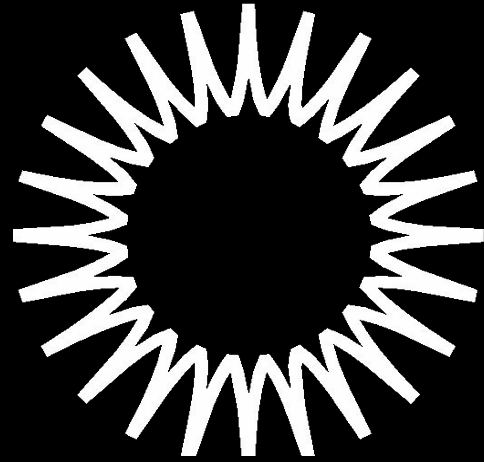
South Downtown Design + Activation Plan Boundary

TRANSBAY TRANSIT CENTER

NO PARKING

BAY BRIDGE

I-80



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