









## Fremont City Center Multi-Modal Improvements

- **Community Vision**
- **Proposed Project**
  - Purpose and Need
  - Connections
  - Improvements

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## Community Vision

*“Fremont will serve as a National model of how an auto-oriented suburb can evolve into a sustainable, strategically urban, modern city.”*



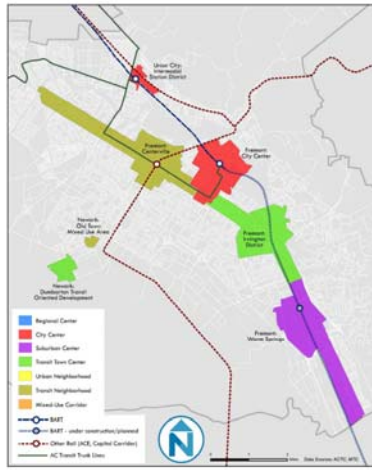
Downtown



Warm Springs

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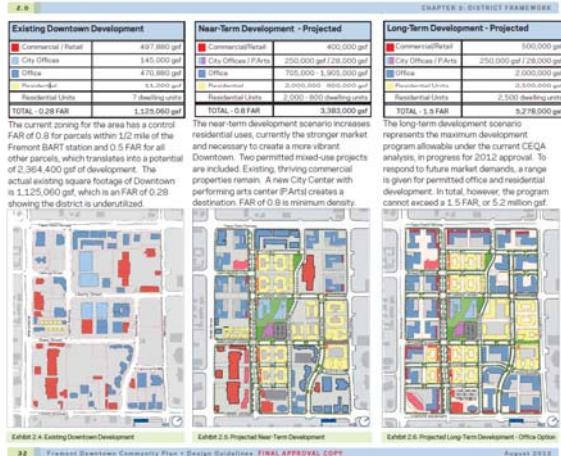
# Proposed Project – Purpose and Need



ALAMEDA COUNTY PDA INVESTMENT AND GROWTH STRATEGY | 3-15

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# Proposed Project – Purpose and Need



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# Proposed Project – Purpose and Need

**3.1 STREET TYPOLOGIES**

Streets are the lifeblood of a vibrant community, providing a civic space for pedestrians to mingle, shop and recreate while providing bicycles and vehicles routes to, through, and within the District.

To create a network of distinct and identifiable streets, the District streets are organized by type to reveal their intended character and use. Refer to Exhibit 3.2 for the location of the streets described here after. The District's five street typologies are:

**Downtown Spine**

As the District's organizing spine or "main street," Capitol Avenue with its new extension connecting to Fremont Boulevard, landscaped medians, diagonal street parking, and wider amenity-rich sidewalks sets the stage for the heart of Downtown. Connecting the Fremont Hub Shopping Center to the west, the new Civic Center at midpoint, and then Gateway Plaza Shopping Center to the east with the BART station beyond, the throughfare will be the primary pedestrian spine between these destinations.

Downtown's "main street" is:

- Capitol Avenue

**Exhibit 3.2 Street Typologies**

- Downtown Spine
- Edge Streets
- Gateway Streets
- East-West Streets
- North-South Streets
- Expressways

32 Fremont Downtown Community Plan • Design Guidelines FINAL APPROVAL COPY August 2012

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# Proposed Project – Purpose and Need



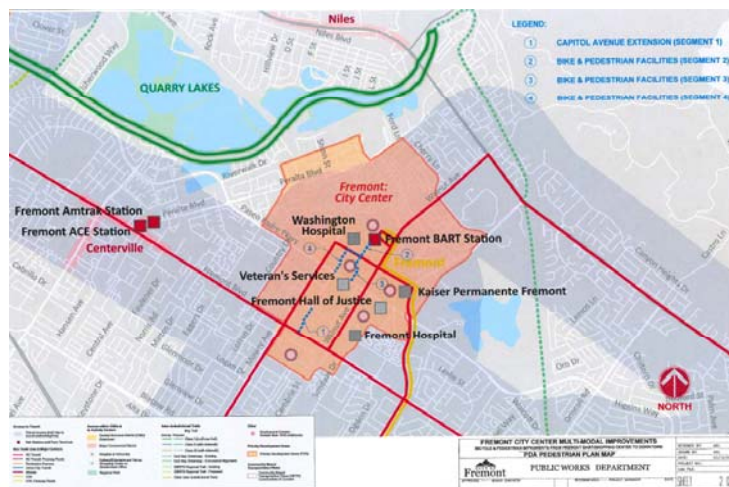
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# Connections



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# Connections



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# Improvements

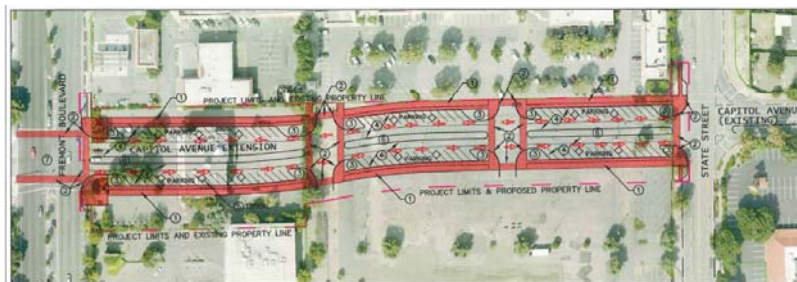


- LEGEND:
- FREMONT DOWNTOWN DISTRICT
  - PROJECT SEGMENTS
  - LINKAGE BETWEEN PROJECT SEGMENTS

FREMONT CITY CENTER MULTI-MODAL IMPROVEMENTS		DATE: 11/11/2014
CITY OF FREMONT		PROJECT NO: 14-0000000000
PUBLIC WORKS DEPARTMENT		SCALE: AS SHOWN
Fremont		PROJECT: 111

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# Improvements



- LEGEND:
- ① INSTALL NEW CURB & GUTTER, SIDEWALK, TREE GRATE, BIKE RACKS & STREET LIGHTS
  - ② INSTALL STAMP CONCRETE CROSSWALK & CURB RAMPS
  - ③ INSTALL STORM WATER TREATMENT PLANTERS
  - ④ INSTALL AC PAVEMENT
  - ⑤ INSTALL TREE & TREE PLANTERS
  - ⑥ INSTALL LANDSCAPED MEDIANS
  - ⑦ INSTALL TRAFFIC SIGNAL MODIFICATION
  - ➔ BIKE LANE



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SHEET 2 OF 2		

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# Improvements



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# Thank you!



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## Berkeley's Downtown Priority Development Area

Matt Nichols  
Principal Transportation Planner,  
City of Berkeley, California



## 2012 Downtown Area Plan

- 2000-2010: 900+ units built within ¼-mile of Downtown BART (25% affordable)
- 800+ more dwelling units approved or in pipeline.
- DAP: 3,100 new housing units by 2030.
- DAP: 3,300 new jobs by 2030.
- DAP includes Streets & Open Space Improvement Plan and strong Parking/TDM



## Downtown Area Plan: Strong Parking and TDM



- Property owner shall provide a pass for unlimited local bus transit service at no cost to every employee and residential unit.
- Required parking spaces shall be leased or sold separate from the rental or purchase of dwelling units for the life of the dwelling unit.
- 1 parking space for every 3 dwelling units
- Car-share parking must be provided in projects with 10+ parking spaces.



Acheson Commons	
Lot Area	49,017
Dwelling Units	205
Retail	22,646
Food	8,084
GFA	193,255
Retail Parking	22
Residential Parking	58
Total Parking	80

2211 Harold	
Dwelling Units	298
Floor Area	356,000
Retail/Restaurant	11,384
Cinema (14 Screens)	20,345
GFA	193,255
Parking Spaces	199
Infill EIR	Underway

**Goals:**

- Coordinate with TDM
- Reduce congestion and VMT

**Community Outreach:**

- Council & Commissions
- Open Houses & Surveys

**Data Needs:**

- Meter & manual data
- Questionnaires

**Technology Pilot: LPR**

**Lessons Learned (so far):**

- Zone system / Sign design

**Pilot Timeline**

On-Street Implementation:	Oct. 15, 2013
•Garage Implementation:	Dec. 2, 2013
Next adjustment:	April 2014
2 <sup>nd</sup> adjustment:	Aug. 2014
Pilot results and present:	Nov. 2014

## Priority Development Area Transportation Investments:



1. \$11.5M: BART Plaza & Transit Area Improvement
2. \$3M: Downtown Shattuck Reconfiguration & Pedestrian Safety Improvements
3. \$4M: Hearst Avenue Complete Streets



## Key Issues

- Significant infrastructure, operations and maintenance needs and insufficient or diminishing financial resources
- Creating sustainable, complete communities with a context sensitive approach
- Incorporate Growth Opportunity Areas and new employment locations
- Continue to address Priority Conservation Areas



## Next Steps

- Alameda CTC is committed to supporting Plan Bay Area implementation
- Data collection and monitoring
- Timeframe for next update
- Building on the PDA Investment & Growth Strategies for the next SCS update
- Roundtable with developers, planners, and community organizations on moving forward with implementation

