

# Think Fremont

▶ Downtown Fremont – On the Rise

**Metropolitan Transportation  
Commission**

**Air Quality Conformity Task Force**

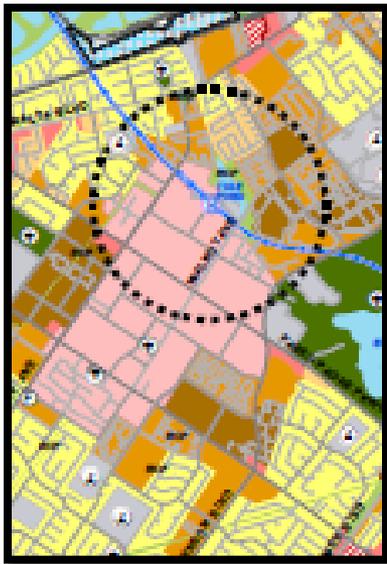
August 22, 2013

# Fremont City Center Multi-Modal Improvements

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

# Community Vision

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

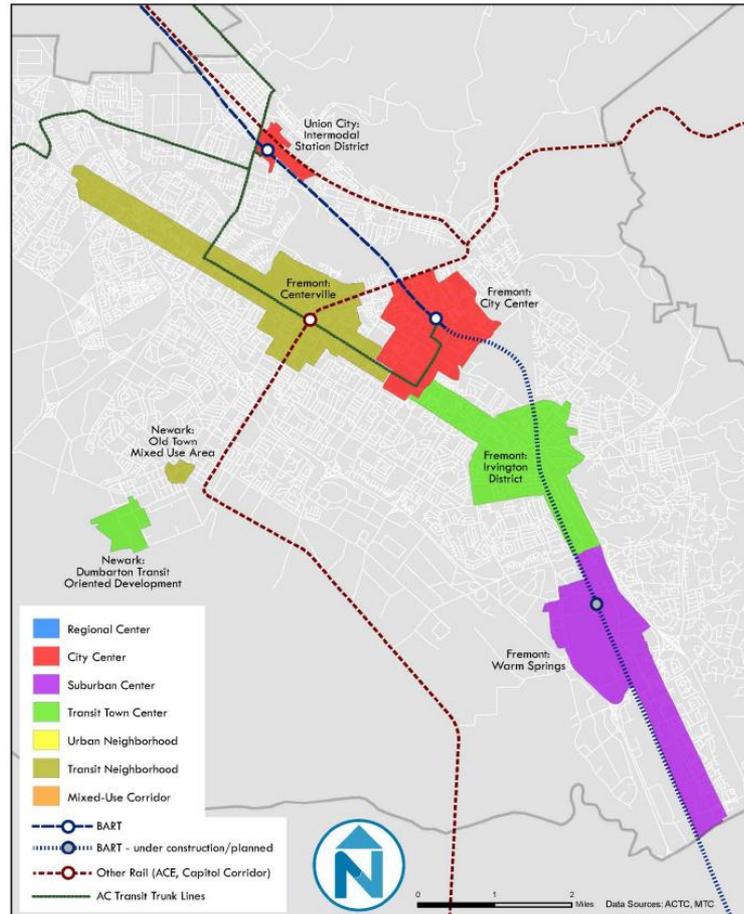


Downtown



Warm Springs

# Proposed Project – Purpose and Need



ALAMEDA COUNTY PDA INVESTMENT AND GROWTH STRATEGY | 2-15

# Proposed Project — Purpose and Need

Existing Downtown Development	
Commercial / Retail	497,880 gsf
City Offices	145,000 gsf
Office	470,880 gsf
Residential	11,200 gsf
Residential Units	7 dwelling units
<b>TOTAL - 0.28 FAR</b>	<b>1,125,060 gsf</b>

The current zoning for the area has a control FAR of 0.8 for parcels within 1/2 mile of the Fremont BART station and 0.5 FAR for all other parcels, which translates into a potential of 2,364,400 gsf of development. The actual existing square footage of Downtown is 1,125,060 gsf, which is an FAR of 0.28 showing the district is underutilized.



Exhibit 2.4: Existing Downtown Development

Near-Term Development - Projected	
Commercial/Retail	400,000 gsf
City Offices / P.Arts	250,000 gsf / 28,000 gsf
Office	705,000 - 1,905,000 gsf
Residential	2,000,000 - 800,000 gsf
Residential Units	2,000 - 800 dwelling units
<b>TOTAL - 0.8 FAR</b>	<b>3,383,000 gsf</b>

The near-term development scenario increases residential uses, currently the stronger market and necessary to create a more vibrant Downtown. Two permitted mixed-use projects are included. Existing, thriving commercial properties remain. A new City Center with performing arts center (P.Arts) creates a destination. FAR of 0.8 is minimum density.



Exhibit 2.5: Projected Near-Term Development

Long-Term Development - Projected	
Commercial/Retail	500,000 gsf
City Offices / P.Arts	250,000 gsf / 28,000 gsf
Office	2,000,000 gsf
Residential Units	2,500,000 gsf
Residential Units	2,500 dwelling units
<b>TOTAL - 1.5 FAR</b>	<b>5,278,000 gsf</b>

The long-term development scenario represents the maximum development program allowable under the current CEQA analysis, in progress for 2012 approval. To respond to future market demands, a range is given for permitted office and residential development. In total, however, the program cannot exceed a 1.5 FAR, or 5.2 million gsf.



Exhibit 2.6: Projected Long-Term Development - Office Option

# Proposed Project — Purpose and Need

3.0

CHAPTER 3: PUBLIC STREETSCAPE

## 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
	Easements



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Fremont Downtown Community Plan + Design Guidelines FINAL APPROVAL COPY

August 2012

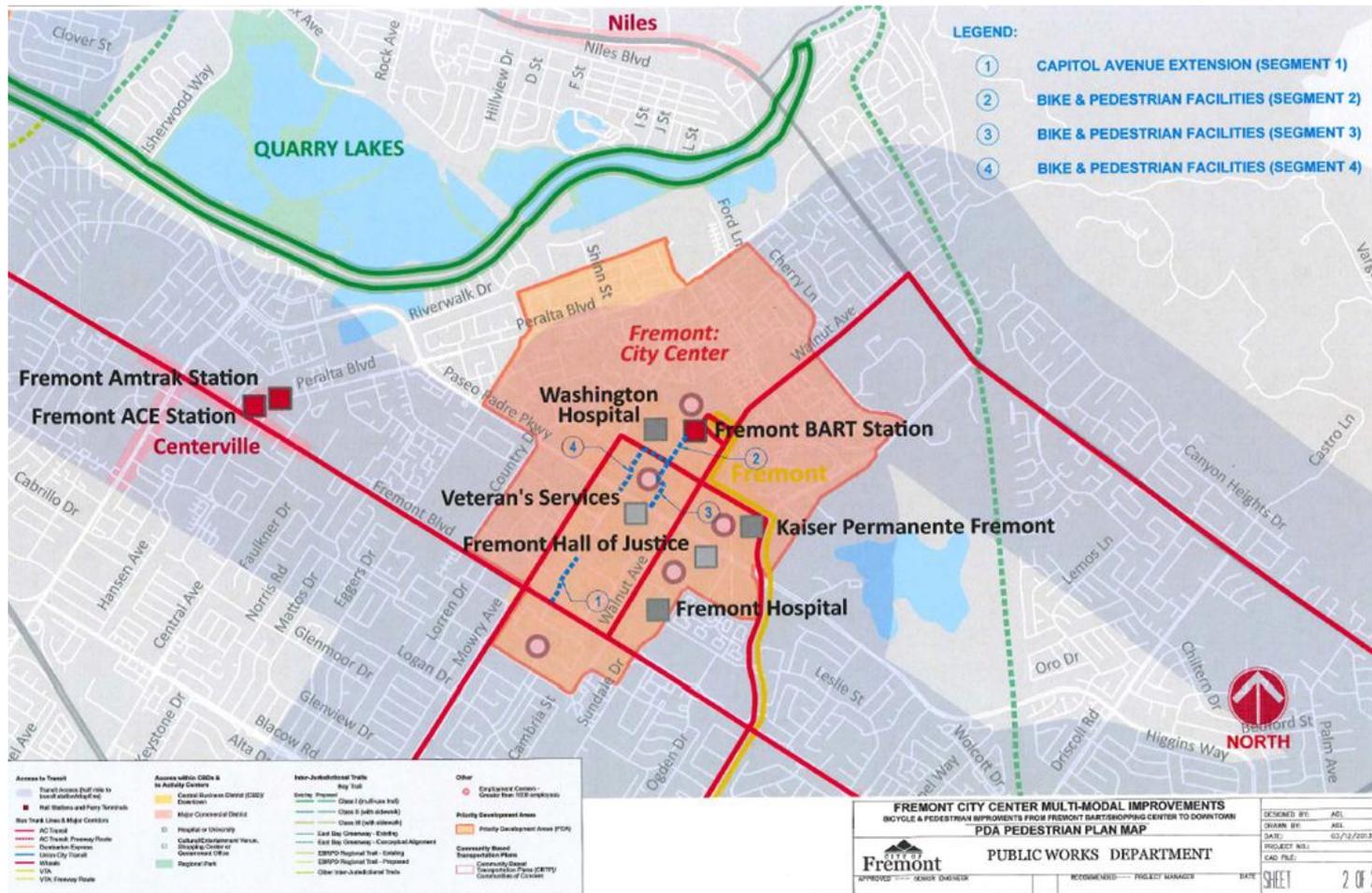
# Proposed Project — Purpose and Need



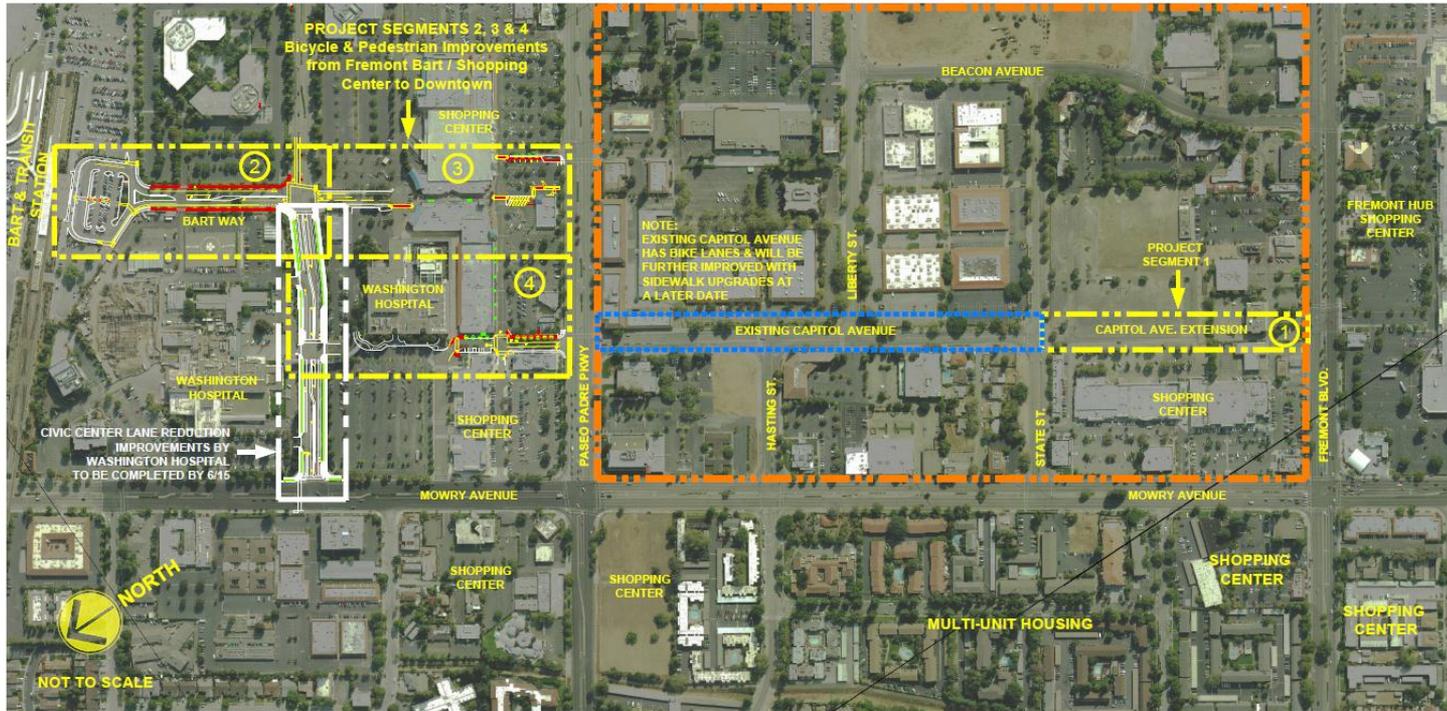
# Connections



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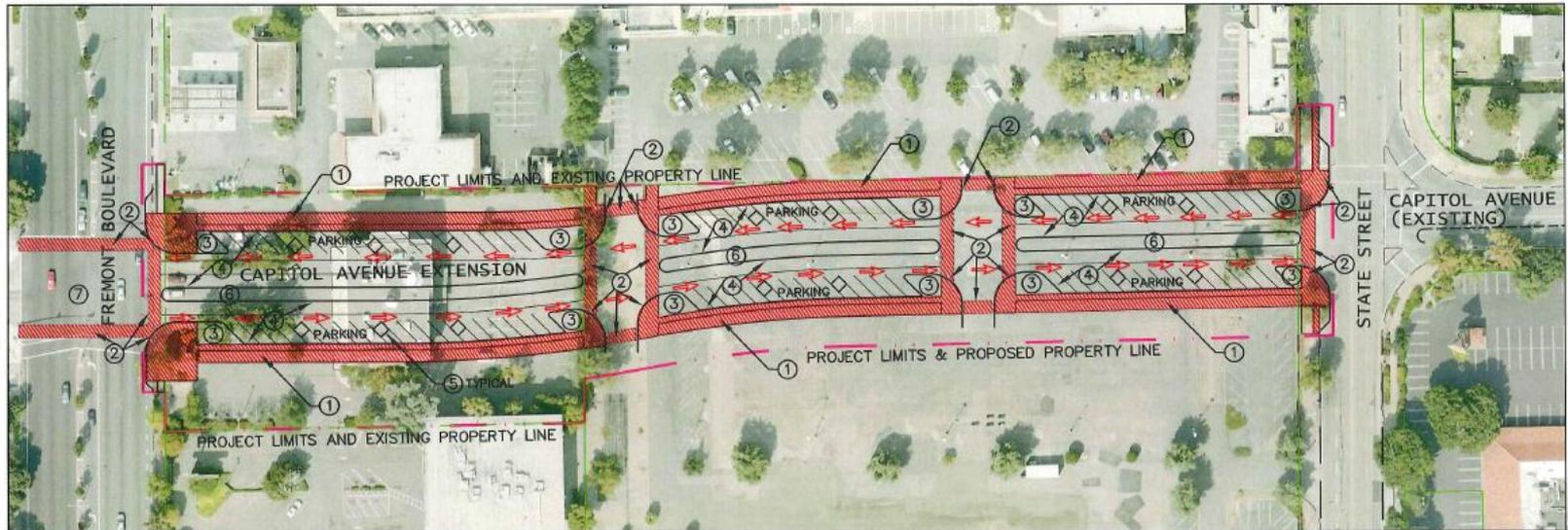


# Improvements



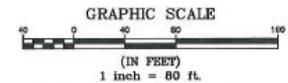
FREMONT CITY CENTER MULTI-MODAL IMPROVEMENTS PROJECT SEGMENTS 1, 2, 3 & 4 VICINITY MAP		DESIGNED BY: ARL
Fremont PUBLIC WORKS DEPARTMENT		DRAWN BY: ARL
APPROVED: _____ SENIOR ENGINEER		DATE: 05/12/2015
RECOMMENDED: _____ PROJECT MANAGER		PROJECT NO.: _____
DATE: _____		CAD FILE: _____
SHEET		1 OF 5

# 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



<b>FREMONT CITY CENTER MULTI-MODAL IMPROVEMENTS</b>				Designed By: PL
<b>CAPITOL AVENUE EXTENSION</b>				Drawn By: PL
<b>PROJECT SEGMENT 1</b>				Date: MARCH 2012
<b>PUBLIC WORKS DEPARTMENT</b>				Project No.:
Approved: Senior Engineer				CAD File:
Date:	Recommended: Project Manager	Date:	SHEET 2 OF 1	

# Improvements



# Analysis & Outcomes

## ANAYLSIS

- General Plan 2010 – Draft EIR
- Supplemental EIR – Downtown Community Plan, October 2, 2012
- Traffic Study, Fehr & Peers, 2011/12

## OUTCOMES

Capitol Avenue & Surrounding Streets Peak Hour Intersection Level of Service Summary

Study Intersection <i>Approach</i>	Existing Conditions				Minimum Project Buildout				Maximum Project Buildout			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Capitol Ave./Paseo Padre Parkway	12.1	B	23.2	C	15.3	B	32.2	C	18.4	B	37.4	D
2. Mowry Avenue/State Street	11.0	B	18.1	B	13.3	B	22.1	C	16.2	B	26.9	C
3. Mowry Avenue/Fremont Boulevard	34.5	C	47.3	D	36.5	D	56.1	E	40.8	D	78.2	E
4. Fremont Boulevard/Capitol Avenue	N/A	N/A	N/A	N/A	22.7	C	37.9	D	28.7	C	80.0 +	F

Capitol Avenue & Surrounding Streets Vehicle and Truck Traffic Volumes

Study Intersection <i>Approach</i>	Vehicle AADT		Truck AADT	
	Existing	Projected/Estimated	Existing/Estimated (%)	Projected Increase
1. Capitol Ave. Between State Street & Paseo Padre	3,261	14,000	0.30%	N/A
2. Capitol Ave. between State Street & Fremont Boulevard	N/A	14,000	0.30%	N/A
3. Mowry Avenue between Fremont and Paseo Padre	35,044	N/A	2.9%	N/A
4. Fremont Boulevard	28,651	N/A	0.62%	N/A