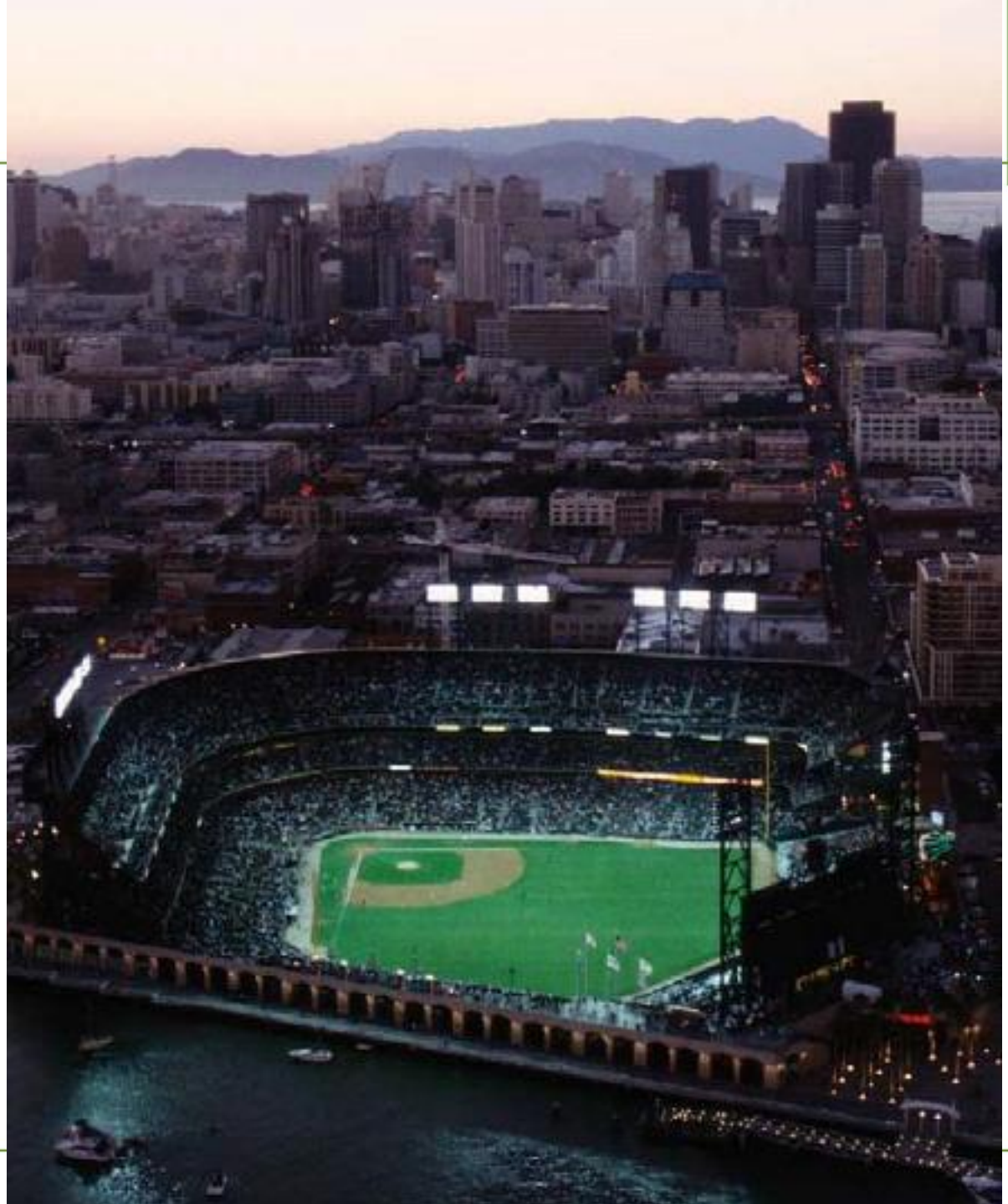
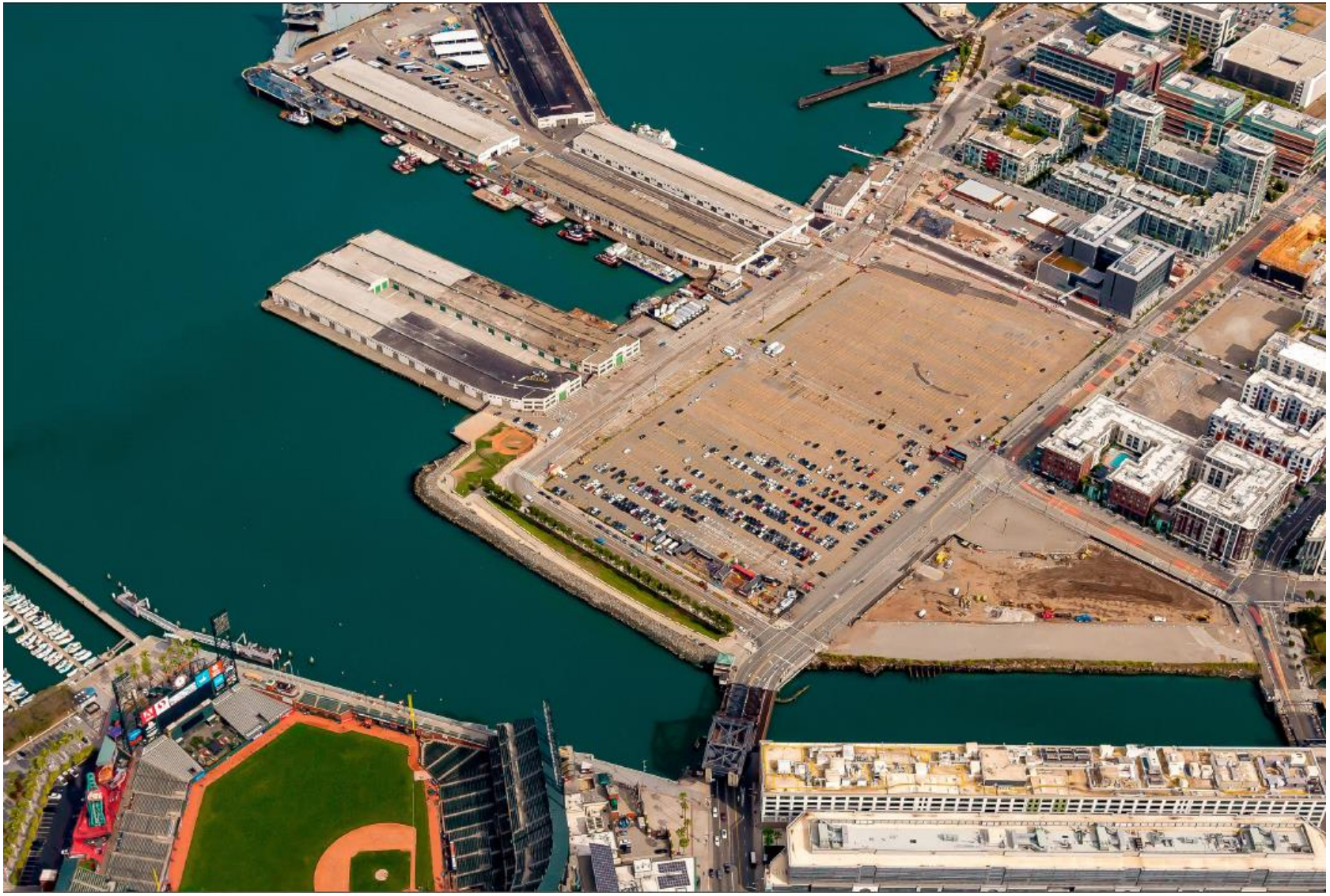
Parking and the Future Of Mobility: How to Build for Two Realities

Urbanism Next Conference 2018

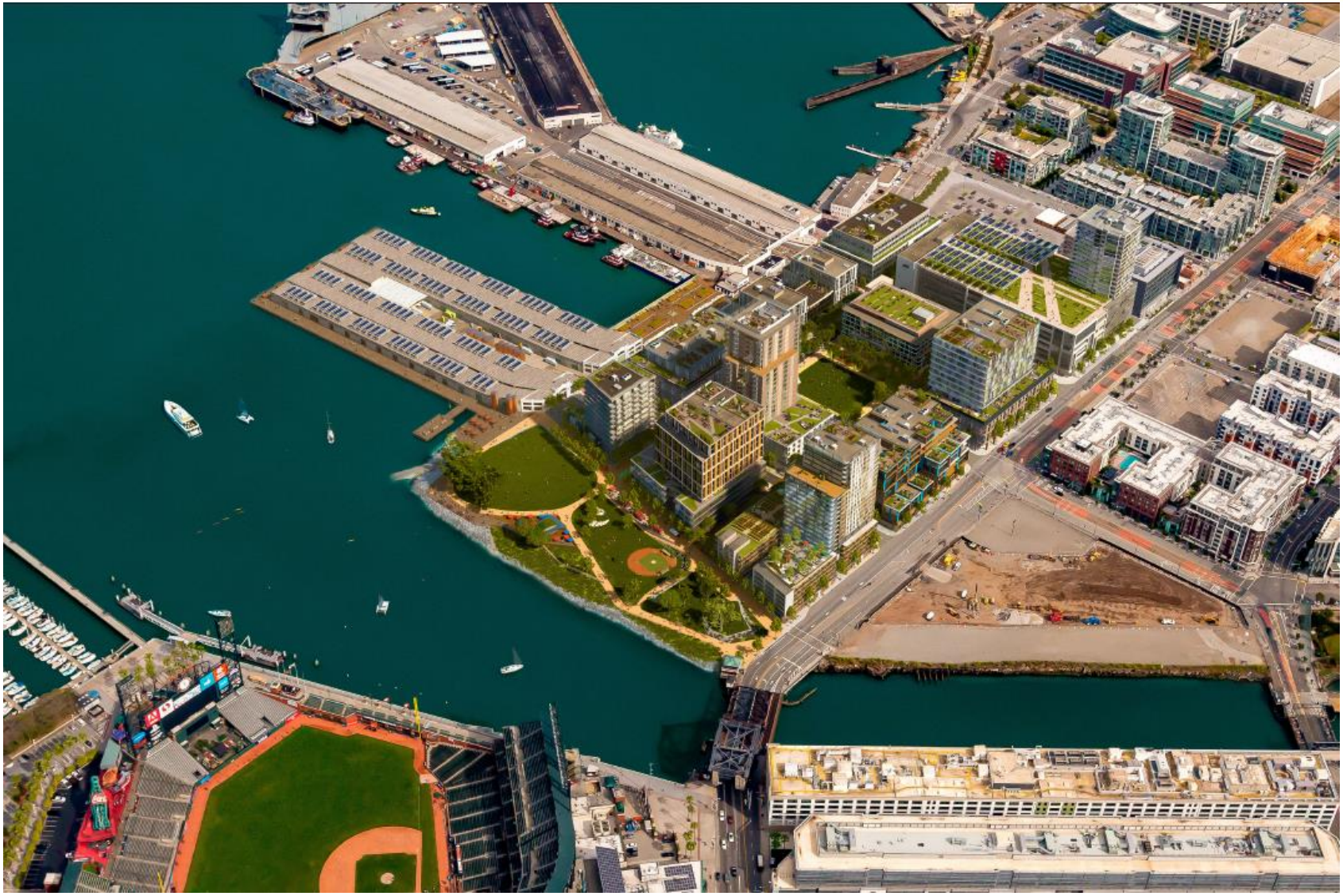


Mission Rock Site Context

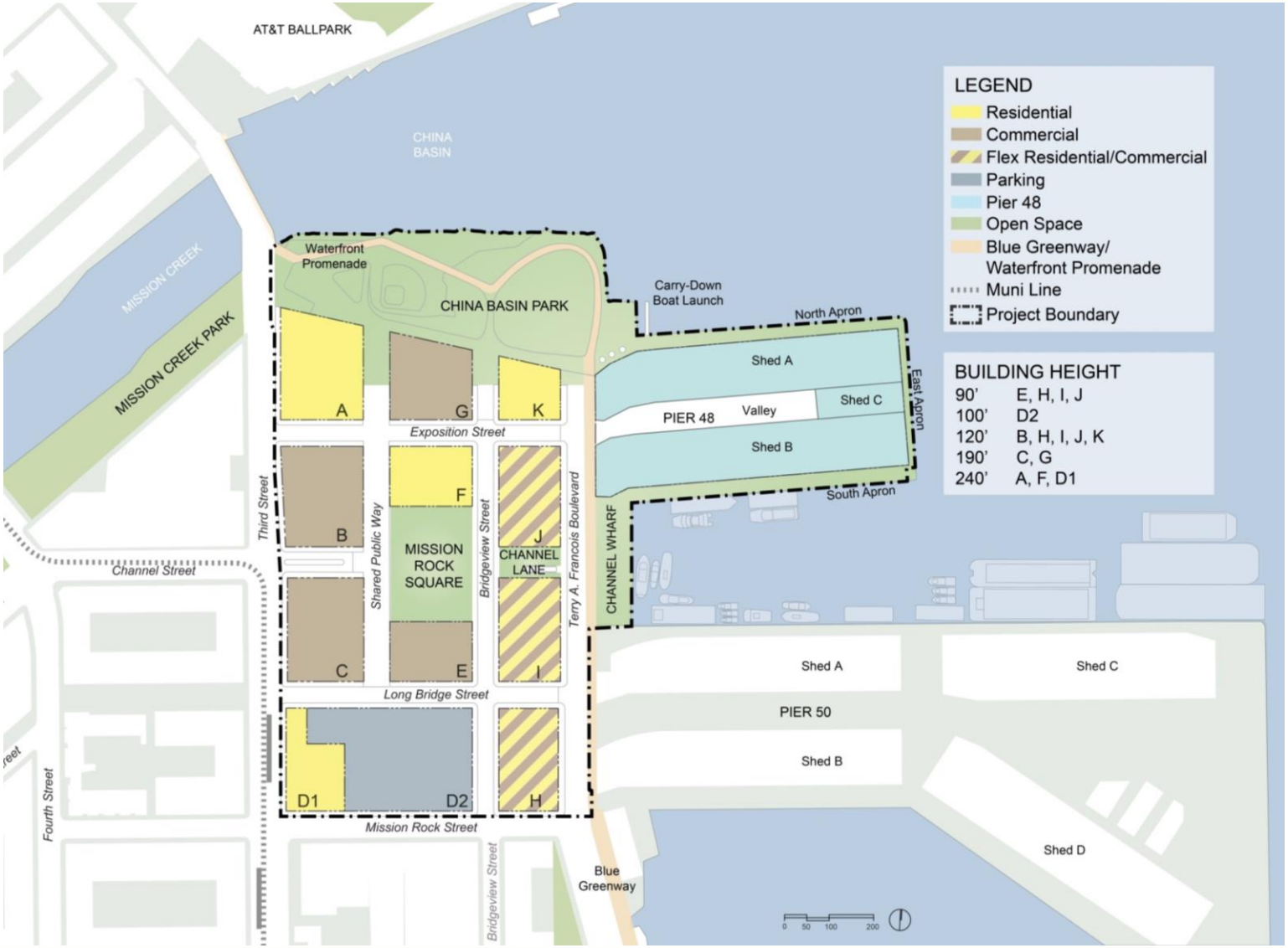
Mission Rock Site Today



Mission Rock Site at Full Buildout



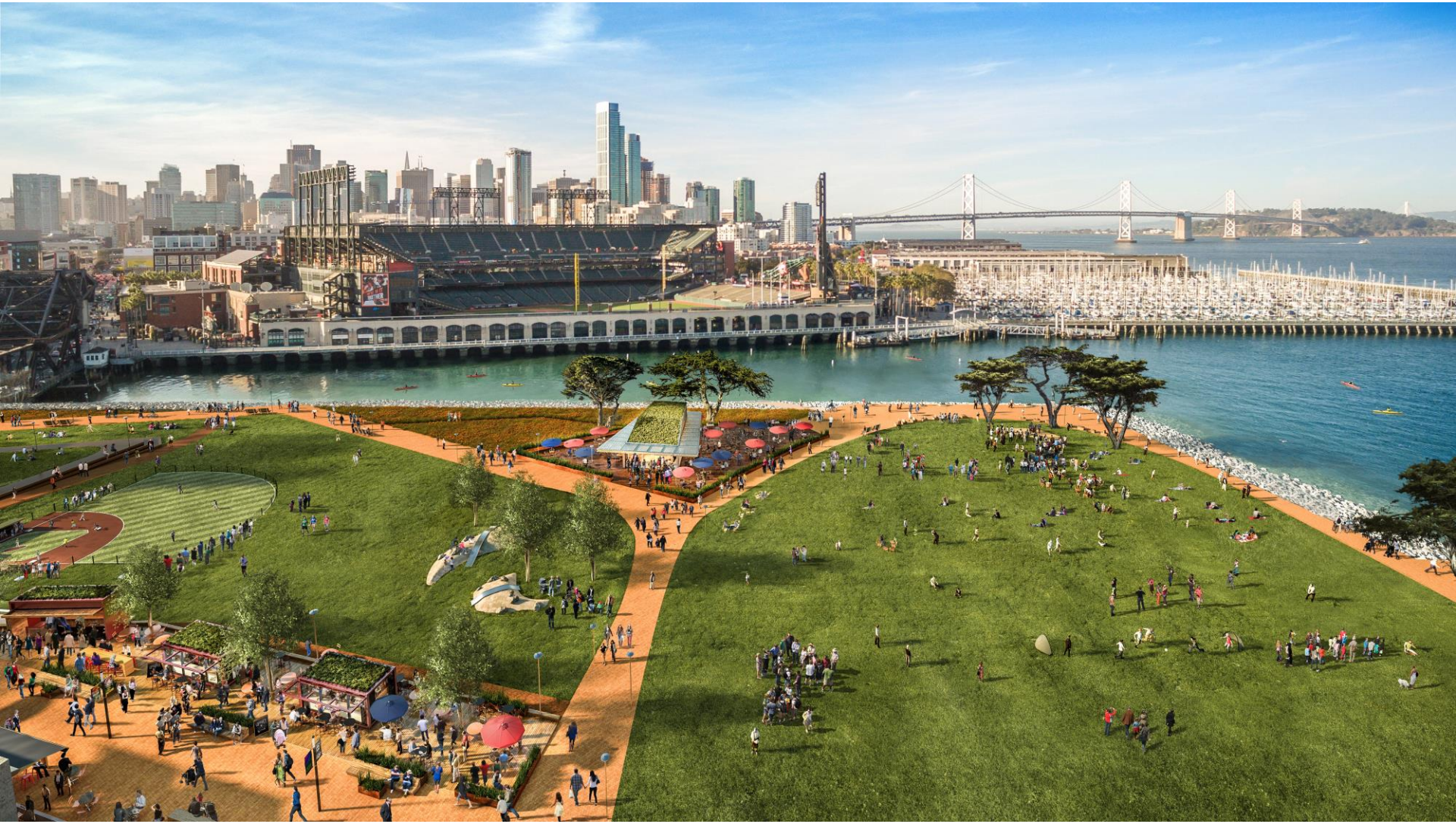
Land Use


AT&T BALLPARK
CHINA BASIN
MISSION CREEK
MISSION CREEK PARK
Waterfront Promenade
CHINA BASIN PARK
Carry-Down Boat Launch
North Apron
Shed A
PIER 48
Valley
Shed C
Shed B
East Apron
South Apron
CHANNEL WHARF
Terry A. Francois Boulevard
Third Street
Shared Public Way
Bridgeview Street
MISSION ROCK SQUARE
CHANNEL LANE
Exposition Street
Channel Street
Long Bridge Street
Mission Rock Street
Fourth Street
Blue Greenway
A
B
C
D1
D2
E
F
G
H
I
J
K
LEGEND
Residential
Commercial
Flex Residential/Commercial
Parking
Pier 48
Open Space
Blue Greenway/ Waterfront Promenade
Muni Line
Project Boundary
BUILDING HEIGHT
90' E, H, I, J
100' D2
120' B, H, I, J, K
190' C, G
240' A, F, D1
Shed A
Shed C
PIER 50
Shed B
Shed D
0 50 100 200

Project Overview

Flexible land use plan:

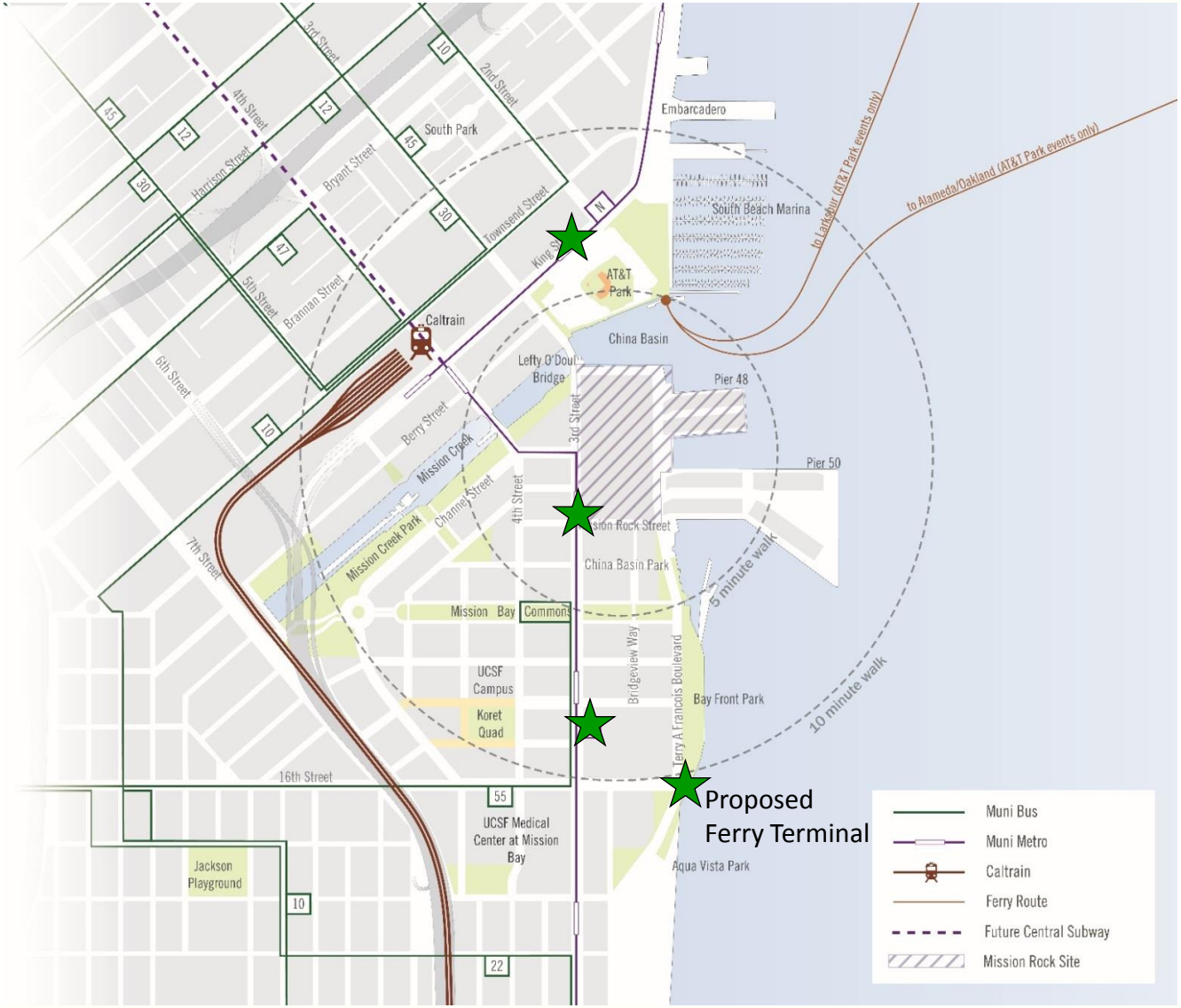
- 1000-1600 new housing units
  - 40% permanently affordable
- 972K -1.4M gross square feet new office space
- 240K gross square feet retail/ production
- 8 acres of public open space
- Preservation and rehabilitation of Pier 48
- Suite of public benefits



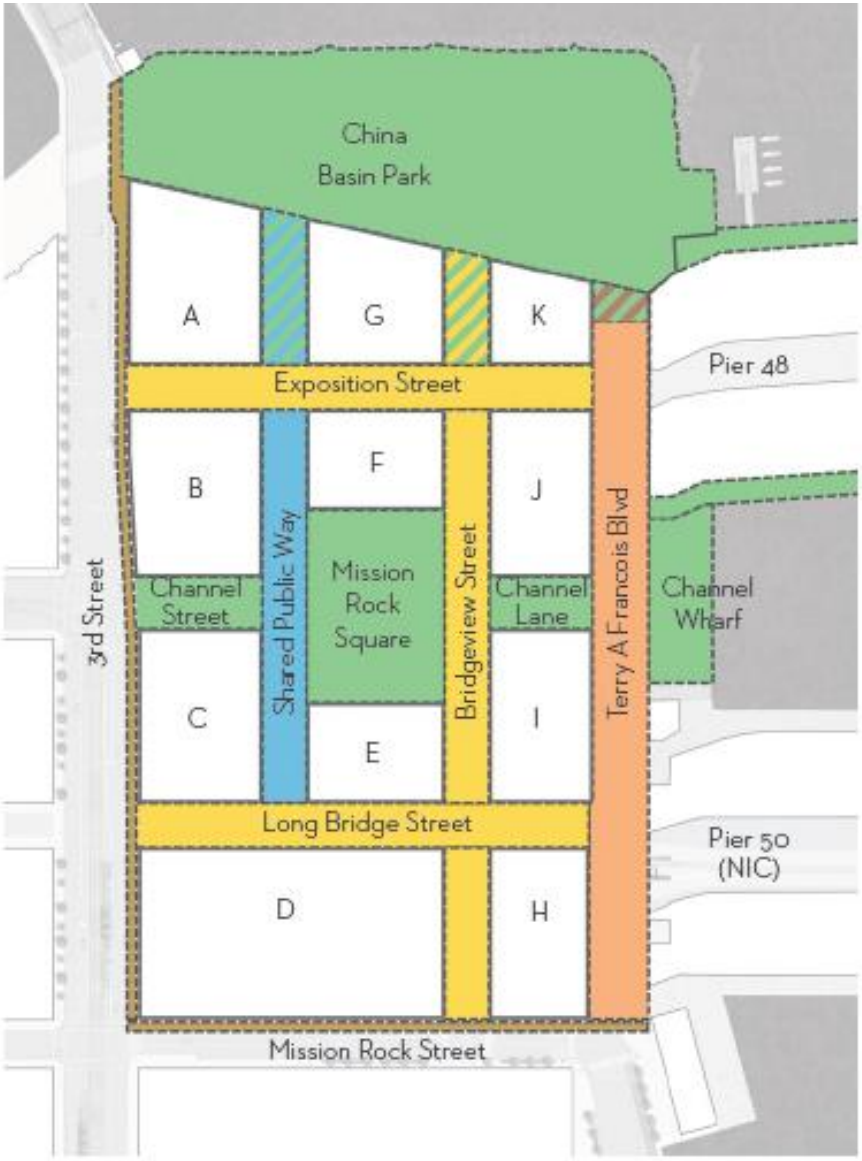
MISSION ROCK™


PIER STUDIOS
WOOD MILL

Transit Context



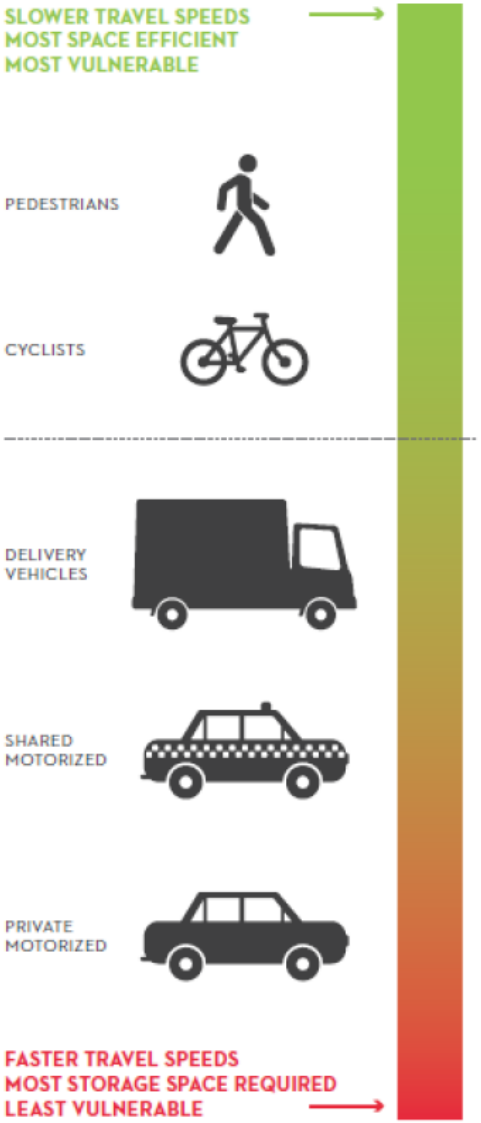
Street Types



LEGEND: STREET TYPOLOGIES

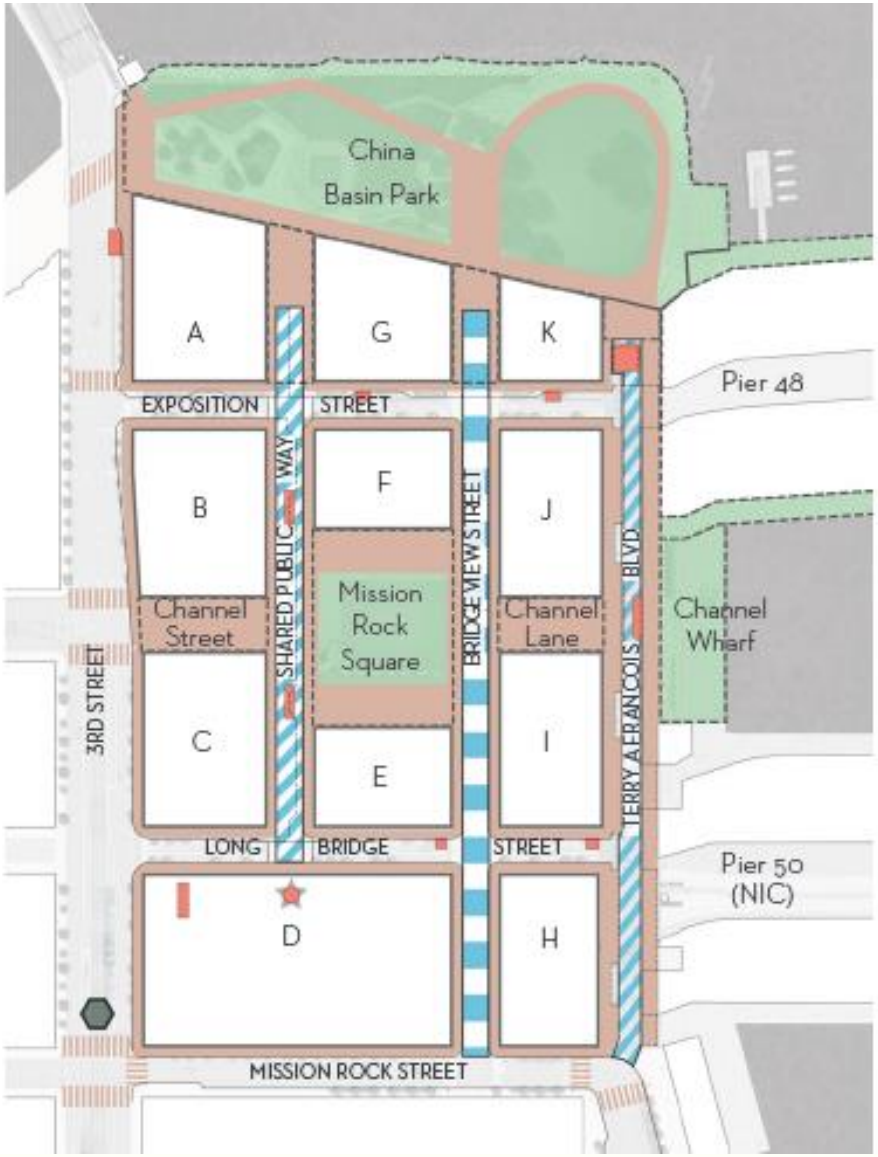
- Shared Public Way (one-way traffic)
- Working Waterfront (two-way traffic)
- Neighborhood Streets (two-way traffic)
- Paseos (Pedestrian-only street extension)
- District Street
- Open Space

Site Design



- Designed to support modal hierarchy
- Creates segment of Bay Trail
- Pedestrian connections and pedestrian areas
- Bicycle facilities with options for various abilities
- Curbs dedicated to loading (no curbside parking)

Pedestrian Circulation



LEGEND: PEDESTRIAN CIRCULATION + ACCESSIBILITY

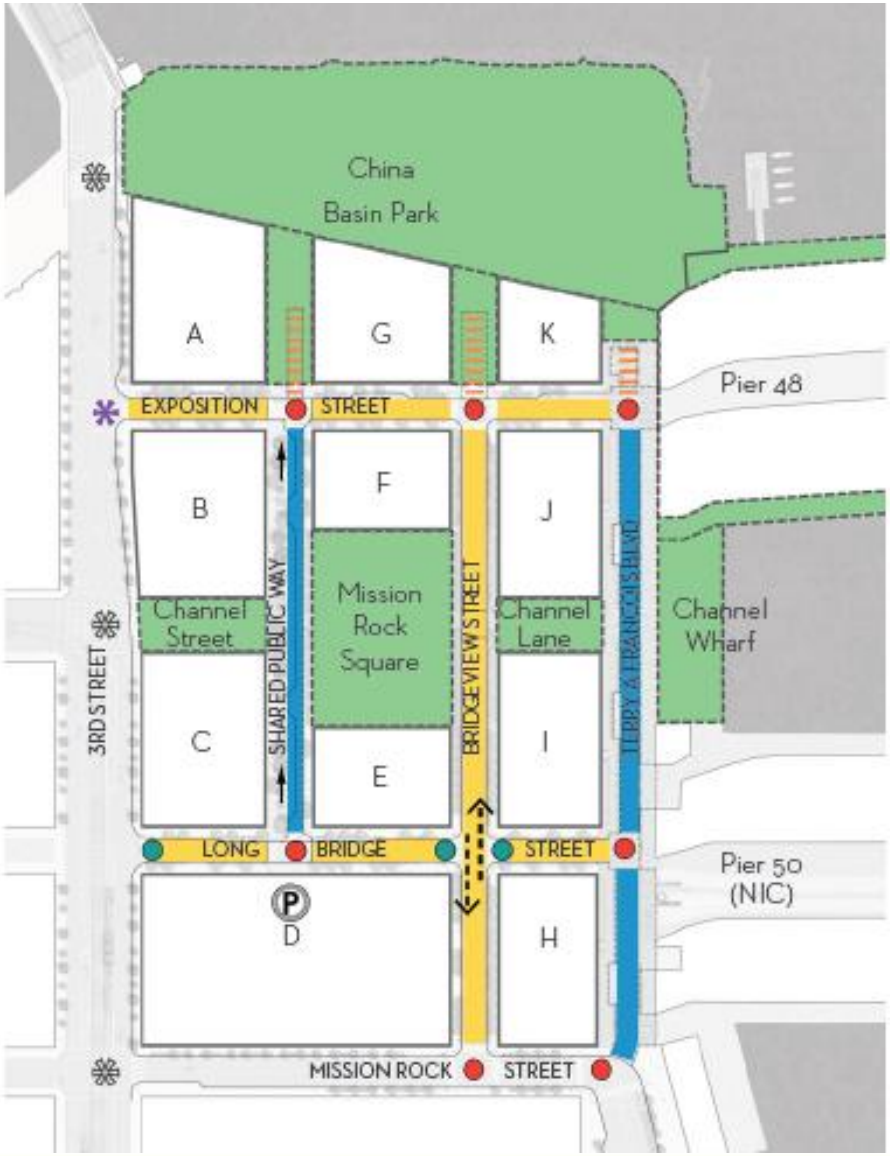
- Sidewalks + Major Pedestrian Routes
- Accessible Loading Locations
- Significant Pedestrian Connection: Shared Street with Flush Curbs
- Significant Pedestrian Connection: Neighborhood Street with Reduced-Height Curb
- Crosswalks (off-site)
- Interior Accessible Drop-Off/Parking Stalls
- MUNI Metro stop

Bicycle Circulation

LEGEND: BICYCLE CIRCULATION NETWORK (R)

- Bay Trail/Blue Greenway: China Basin Park *(Primary N-S Bicycle Connection; Multi-Use Trail)*
- Protected Cycle Track: Bridgeview + Mission Rock Streets *(Primary N-S Bicycle Connection)*
- Bay Trail/Blue Greenway: Terry A Francois Blvd and China Basin Park *(Multi-Use Trail)*
- Class II Bike Lane
- Sharrows / Shared Travelway
- Open Space

Vehicular Circulation



LEGEND: VEHICULAR CIRCULATION NETWORK (L)

- Open Space
- Shared Street (No Street Parking)
- 2-Way Street (No Street Parking)
- Paseo
- Direction of 1-Way Traffic
- Direction of Through Traffic
- Shared Site Parking Location
- Stop Sign: All-Way Stop
- Stop Sign at Through Streets
- Existing Signalized Intersection
- Proposed Signalized Intersection

Transportation Demand Management

- Designed to achieve at least 20% reduction in site's daily driving trips
- Measures for residents, employees, visitors
- On-going monitoring, reporting, and compliance requirements
- On-site Transportation Coordinator to deliver program

TDM Measures

TDM MEASURE	TARGET AUDIENCE		
	RESIDENT	EMPLOYEE	VISITOR
4.1.1.1 Real-Time Transit Information	■	■	■
4.1.1.2 Clipper Cards	■	■	
4.1.2.2 Bike Share Memberships	■		
4.1.2.1 On-Site Bike Share	■	■	■
4.1.2.7 Bicycle Valet			■
4.1.2.3 Bicycle Community Programming	■	■	
4.1.2.4 Bicycle Resource Centers	■	■	
4.1.2.5 Bicycle Parking	■	■	■
4.1.2.6 Showers and Lockers		■	
4.1.3.1 On-Site Shared Scooters	■	■	■
4.1.3.2 Scooter Share Memberships	■		
4.1.3.4 On-Site Car Share	■	■	■
4.1.3.4 Car Share Memberships	■		
4.1.4.1 Parking Pricing	■	■	■

TDM MEASURE (CONT'D)	TARGET AUDIENCE		
	RESIDENT	EMPLOYEE	VISITOR
4.1.4.2 Real-Time Parking information	■	■	■
4.1.4.3 Unbundled Parking	■	■	
4.1.5.1 In-Building Concierge Services	■	■	
4.1.5.2 Coordinated Delivery Services	■	■	
4.1.5.3 CSA Partnerships	■	■	
4.1.5.4 Cold and Dry Delivery Storage Space	■		
4.1.5.5 Convenient Zones for Loading	■	■	■
4.1.5.6 Childcare Services	■	■	
4.1.5.7 Collaborative Work Space	■		
4.1.5.8 Affordable Housing	■	■	■
4.1.6.2 Mobile-Friendly Website	■		
4.1.6.3 Site-Wide Transportation Staff	■	■	■
4.1.6.1 Signage and Wayfinding	■	■	■
4.1.6.4 Improved Walking Conditions	■	■	■

Design Controls: Garage Specific

7.7 PARKING STRUCTURE (BLOCK D2)

The parking structure at Mission Rock will be built to accommodate the current parking on Lot A, which serves the Ballpark on game day events. This building will also provide parking for people who live and work at Mission Rock through optional parking leases.

Locating parking in a centralized facility and unbundling parking leases from development are two important strategies in reducing car-dependence at Mission Rock. The parking Structure at Mission Rock may also house the sustainable infrastructure that will support Mission Rock as a Type 1 Eco-District.

This building also has an opportunity to serve as an intermodal facility that links drivers coming into the city with the many other modes that service this area such as MUNI, Caltrain, bike share, car share, water taxis and ferries.

The ground floor of the building will contain retail uses, including a possible transit concierge to help visitors orient themselves to the various transit opportunities in the area, and a bike commuter facility with lockers, showers, and bike repair services.

STANDARDS

7.7.1 PARKING MAXIMUMS
A maximum of total 3,000 off-street parking spaces are allowed in Block D2. There are no minimum parking requirements for the Block D2 Parking Structure.

7.7.2 ACTIVE GROUND FLOOR
The parking structure is required to provide a minimum of 5,000 square feet of retail, and/or transit related services at the ground floor.

7.7.3 UNBUNDLED PARKING
All off-street vehicle parking spaces shall be leased or sold individually and not tied to the rental or purchase of any property at Mission Rock.

7.7.4 MODULATION
Architectural modulation adds visual interest and provides relief by breaking down the facade of the building. To avoid long expanses of un-modulated building facade, every 60-90 linear feet, the façade of the parking structure shall have a change in plane of at least 1 foot, combined with a change in material.

7.7.5 BLANK WALLS
Solid, undifferentiated walls on the parking structure shall be no greater than 12 feet wide on any given façade.

7.7.6 VISUAL CONNECTIVITY
The ground floor of the parking structure shall be at least 75% visually transparent or physically permeable to allow for lines of sight into the parking area where there is no retail or active uses.

7.7.7 FAÇADE SCREENING
The parking structure shall be architecturally or artistically screened and designed with attention to detail compatible with the adjacent surrounding buildings.

7.7.8 ROOF SCREENING
The roof of the parking garage will be overlooked by other buildings and will be considered as a "fifth façade" that shall be carefully designed to be viewed from taller buildings and surrounding hills. Rooftop parking, where it occurs, shall be visually screened via shading devices, trellises, canopies, or photovoltaic solar panels.

All mechanical and other normally rooftop mounted equipment shall be contained in an enclosure that is screened from above. Any light source located on the roof shall be full cutoff type.

7.7.9 FLAT FLOOR SLABS
Floor slabs that are set at a slope, such as speed ramps, shall not be expressed at the façade of the parking structure.

Parking and the Future Of Mobility: How to Build for Two Realities

Urbanism Next Conference 2018