4. FINAL PLAN MAXIMUM BUILD-OUT

4.1 Areas, heights and massing

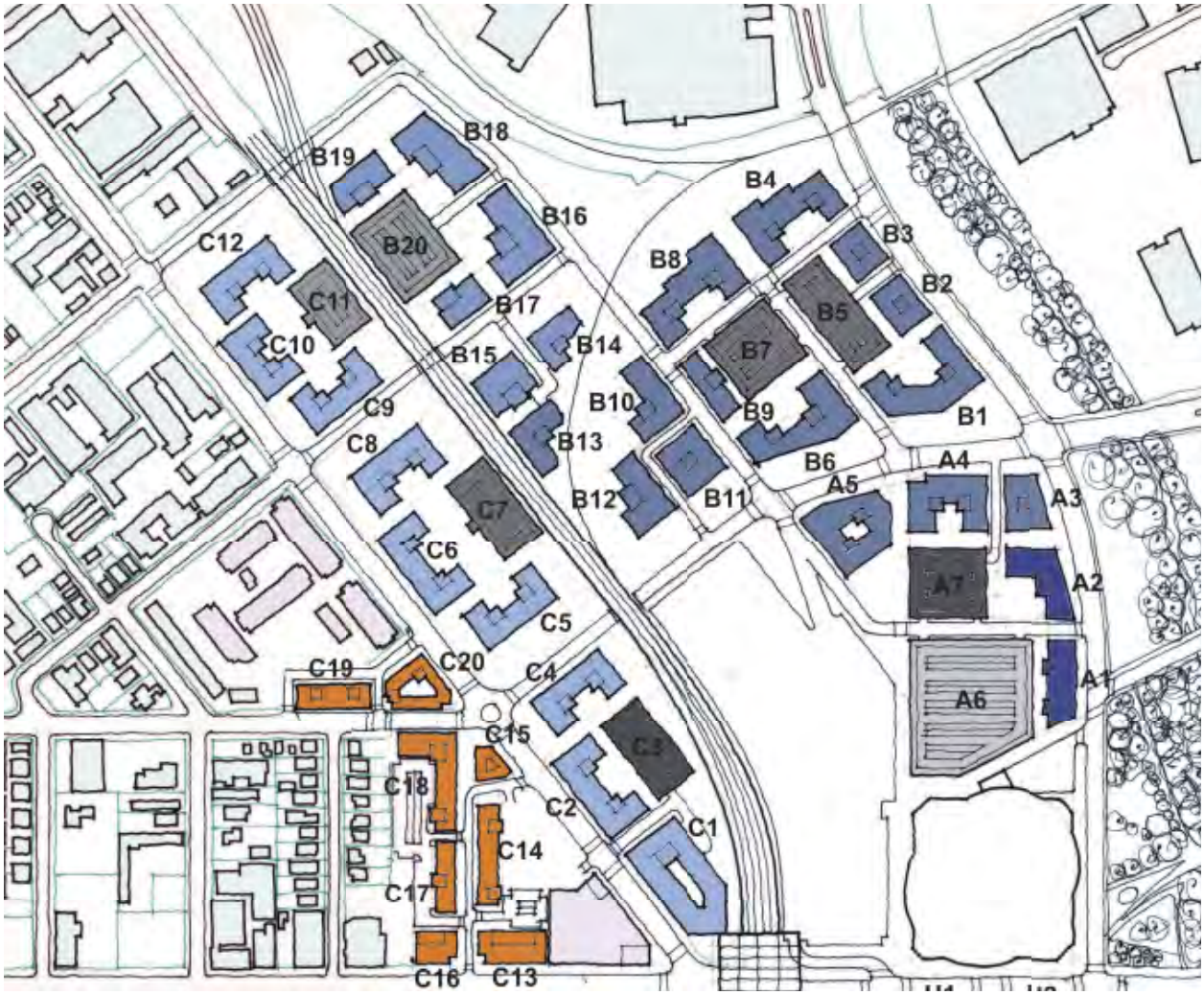
METHODOLOGY & BUILD-OUT CALCULATIONS

The 'test-fit' Diridon Station Area Plan (DSAP) - DSAP - Final Plan Report described in section 2 of this report has been calculated for a maximum possible theoretical build-out. This assumes that all development illustrated on the 'test-fit' plan could be completed and occupied by 2035. Although the eventual build-out will probably differ from the 'test-fit' plan, it has been used as a basis for esablishing the maximum theoretical possible development. These calculations and projections have been carried forward for analysis during the environmental clearance phase of the project, to allow for the greatest possible flexibility in encouraging and approving future development proposals which are consistent with the goals of the Final Station Area Plan.

A block diagram with proposed building sizes and heights was used as a basis for areas, units and parking count calculations. Figures 4-1-1, 4-1-3 and 4-1-5 show the block sizes, building footprints and building heights for each of the primary subareas; north, central and south. Block sizes allow for the suggested street typologies shown in Figures 3-3-1 to 3-3-4.

Building areas were calculated and summarized by project sub-area (A through G) and these were tabulated in the maximum build-out matrices. Figures 4-1-2, 4-1-4 and 4-1-6 show the maximum build out for each of the three primary subareas and Figure 4-1-7 is a general summary for the entire project.

FIGURE 4-1-1 : NORTHERN ZONE - BUILDING HEIGHTS



RESIDENTIAL
- 2 LEVELS
- 3 LEVELS
- 4 LEVELS
- 5 LEVELS
- 6 LEVELS
- 8 LEVELS
- 10 LEVELS

COMMERCIAL
- 4 LEVELS
- 5 LEVELS
- 6 LEVELS
- 7 LEVELS
- 8 LEVELS
- 9 LEVELS

PARKING
- 2 LEVELS
- 3 LEVELS
- 5 LEVELS
- 6 LEVELS
- 7 LEVELS

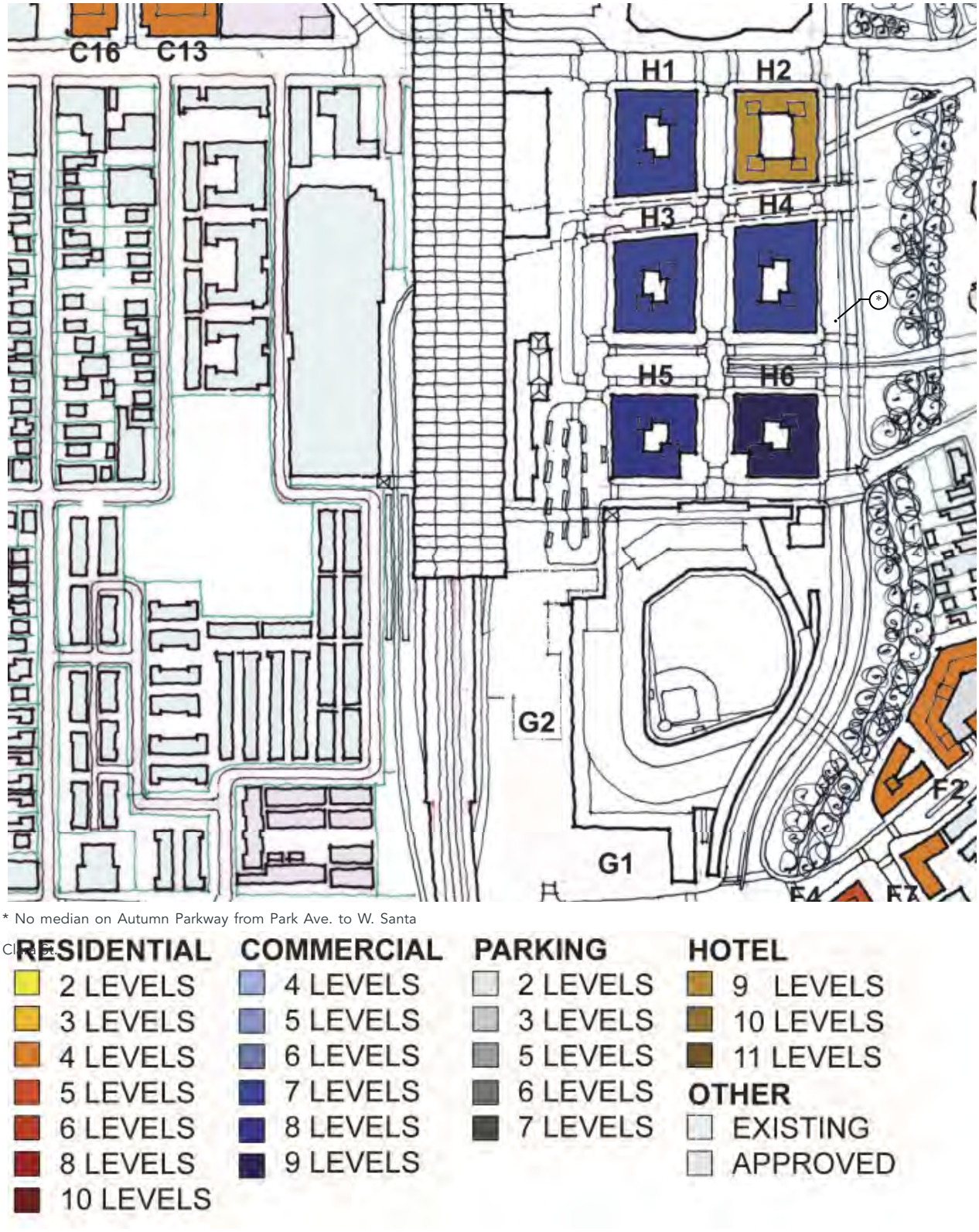
HOTEL
- 9 LEVELS
- 10 LEVELS
- 11 LEVELS

OTHER
- EXISTING
- APPROVED

FIGURE 4-1-2 : NORTHERN ZONE - MAXIMUM BUILD-OUT TOTALS BY BLOCK

BLOCK	# LEVELS	USES				PARKING				
		Retail sq. ft.	Office/R+D sq. ft.	Hotel # rooms	Residential # units	Structure # spaces	Podium # spaces	Off-street at-grade # spaces	Underground # spaces	TOTAL # spaces
A1	7	15,500	94,500							
A2	7	10,800	107,500						560	
A3	6	14,000	70,000						inc in A2	
A4	6		134,400						inc in A2	
A5	6		170,000						inc in A2	
A6	3					900 (not included in total)				
A7	9					900			inc in A2	
Subtotal Zone A		**40,300**	**576,400**	**0**	**0**	**900**	**0**	**0**	**560**	**1,460**
B1	6		150,000						1050	
B2	6		78,000						inc in B1	
B3	6		72,000						inc in B1	
B4	6		147,000						inc in B1	
B5	6					600			inc in B1	
B6	6		156,000						inc in B1	
B7	6					620			inc in B1	
B8	6		147,000						inc in B1	
B9	6		63,000						inc in B1	
B10	6		90,000							
B11	6		108,000							
B12	6		93,000							
B13	6		65,000							
B14	5		60,000							
B15	5		75,000							
B16	5		110,000						460	
B17	5		52,500						inc in B16	
B18	5		105,000						inc in B16	
B19	5		62,500						inc in B16	
B20	5					625			inc in B16	
Subtotal Zone B		**0**	**1,634,000**	**0**	**0**	**1,845**	**0**	**0**	**1,510**	**3,355**
C1	4	18,000	136,000							
C2	4		90,000							
C3	9					765				
C4	4		82,000							
C5	4		81,000							
C6	4		90,000							
C7	8					680				
C8	4		81,000							
C9	4		81,000							
C10	4		80,000							
C11	5					350				
C12	4		81,000							
C13	4	14,000			20			50		
C14	4				32			32		
C15	4				16					
C16	4	8,800			15					
C17	4				30			30		
C18	4				50			52		
C19	4				30			34		
C20	4				30			24		
Subtotal Zone C		**40,800**	**802,000**	**0**	**223**	**1,795**	**0**	**222**	**0**	**2,017**
SUBTOTAL NORTH ZONE		**81,100**	**3,012,400**	**0**	**223**	**4,540**	**0**	**222**	**2,070**	**6,832**

FIGURE 4-1-3 : CENTRAL ZONE - BUILDING HEIGHTS



* No median on Autumn Parkway from Park Ave. to W. Santa Clara St.

FIGURE 4-1-4 : CENTRAL ZONE - MAXIMUM BUILD-OUT TOTALS BY BLOCK

BLOCK	# LEVELS	USES				PARKING				
		Retail sq. ft.	Office/R+D sq. ft.	Hotel # rooms	Residential # units	Structure # spaces	Podium # spaces	Off-street at-grade # spaces	Underground # spaces	TOTAL # spaces
G1										
G2										
Subtotal Zone G		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
H1	7	25,000	210,000						315	
H2	7	25,000		250					inc. in H1	
H3	7	25,000	216,000						330	
H4	7	25,000	210,000						inc. in H3	
H5	9	20,000	240,000						275	
H6	8	20,000	270,000						inc. in H5	
Subtotal Zone H		**140,000**	**1,146,000**	**250**	**0**	**0**	**0**	**0**	**920**	**920**
SUBTOTAL CENTRAL ZONE		**140,000**	**1,146,000**	**250**	**0**	**0**	**0**	**0**	**920**	**920**

FIGURE 4-1-5 : SOUTHERN ZONE - BUILDING HEIGHTS

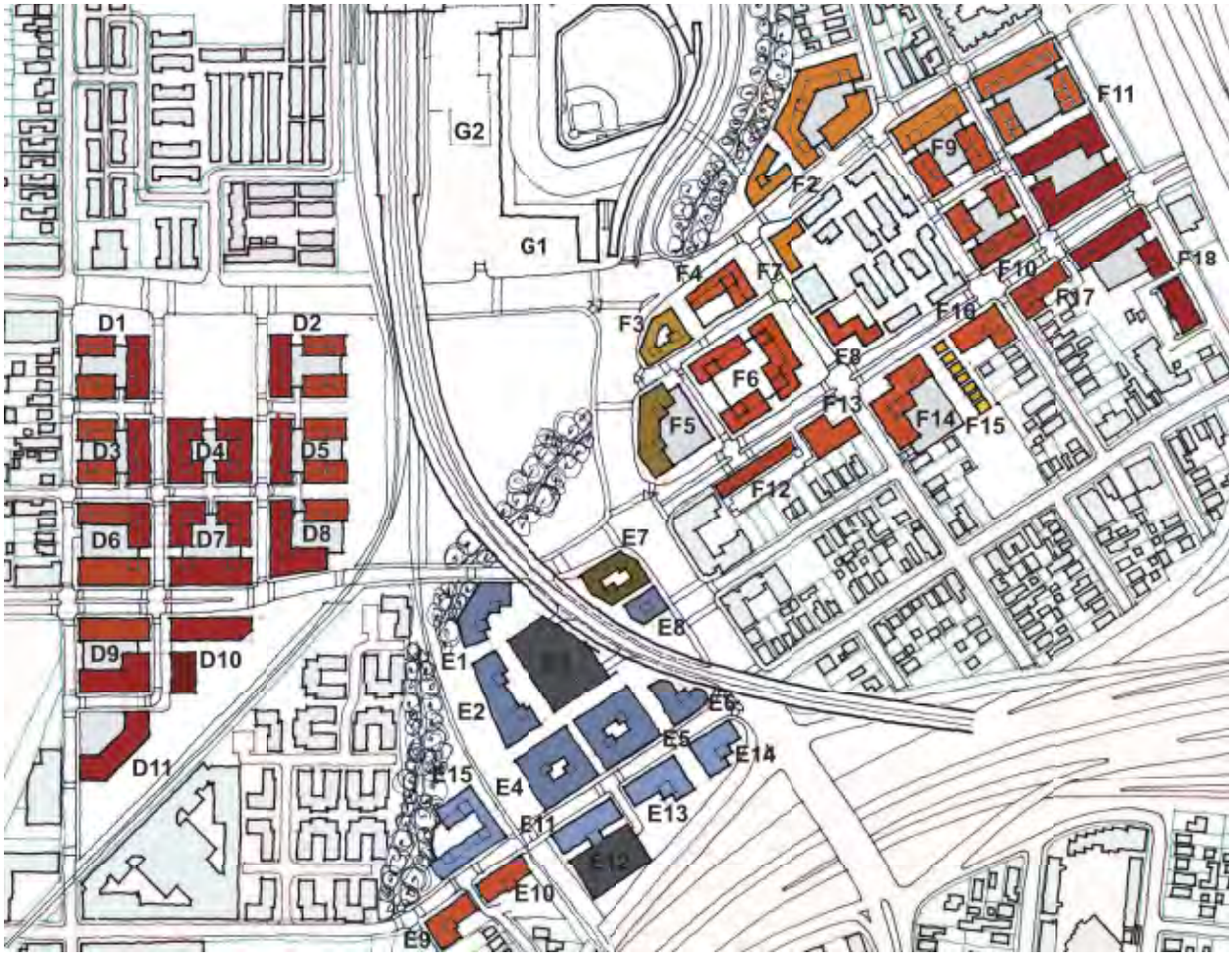


FIGURE 4-1-6 : SOUTHERN ZONE - MAXIMUM BUILD-OUT TOTALS BY BLOCK

BLOCK	# LEVELS	USES				PARKING				
		Retail sq. ft.	Office/R+D sq. ft.	Hotel # rooms	Residential # units	Structure # spaces	Podium # spaces	Off-street at-grade # spaces	Underground # spaces	TOTAL # spaces
D1	6,8				105		100	25		
D2	6,8				105		100	25		
D3	6,8				105		100	25		
D4	8				155		100	25		
D5	6,8				105		100	25		
D6	6,8	12,000			105		100	25		
D7	8	13,000			110		100	25		
D8	6,8	11,000			105		100	25		
D9	6,8	12,000			105		100	25		
D10	8,10	13,000			75		100	25		
D11	10				100					
Subtotal Zone D		**61,000**	**0**	**0**	**1,175**	**0**	**1,000**	**250**	**0**	**1,250**
E1	6		87,000							
E2	6		126,000							
E3	7					840				
E4	6		158,000							
E5	6		158,000							
E6	6		56,000							
E7	11	6,000		200						
E8	6	6,000	40,000							
E9	4				40			30		
E10	4				35			20		
E11	5		60,000							
E12	7					490				
E13	5		70,000							
E14	5		50,000							
E15	5				80		130			
Subtotal Zone E		**12,000**	**805,000**	**200**	**155**	**1,330**	**130**	**50**	**0**	**1,510**
F1										
F2	4	11,000			75		150			
F3	9	5,000		200						
F4	5				35		100			
F5	10	10,000		250			120			
F6	5,6	19,000			120		160			
F7	4				20					
F8	5	7,000			41		40			
F9	4,5				75		120			
F10	5,6	10,000			60		100			
F11	5,8	15,000			270		340			
F12	6				38			46		
F13	5	8,000			32					
F14	5	12,000			48		120			
F15	3				7			7		
F16	5	9,000			30					
F17	6	9,000			30					
F18	8	15,000			154		100	35		
Subtotal Zone F		**130,000**	**0**	**450**	**1,035**	**0**	**1,350**	**88**	**0**	**1,438**
SUBTOTAL SOUTH ZONE		**203,000**	**805,000**	**650**	**2,365**	**1,330**	**2,480**	**388**	**0**	**4,198**

FIGURE 4-1-7 : SUMMARY MAXIMUM BUILD-OUT TOTALS

ZONE	MAXIMUM DEVELOPMENT				
	Commercial/R+D/Light Industrial (sq. ft.)	**Retail/Restaurant** (sq. ft.)	**Residential** (units)	**Hotel** (rooms)	**Ballpark** (seats)
NORTH					
A. Arena North	576,400	40,300	0	0	-
B. Julian North	1,634,000	0	0	0	-
C. Stockton Corridor	802,000	40,800	223	0	-
SOUTH					
D. Dupont / McEvoy	0	61,000	1,175	0	-
E. Royal / Auzerais	805,000	12,000	155	200	-
F. Park / San Carlos	0	130,000	1,035	450	-
CENTRAL					
G. Ball Park	0	0	0	0	32,000
H. Station East	1,146,000	140,000	0	250	
TOTAL	**4,963,400**	**424,100**	**2,588**	**900**	**32,000**

ASSUMPTIONS AND EXCLUSIONS

The following assumptions have been made in calculating the areas for the maximum build-out:

1. 100% build out of all properties regardless of whether the parcel is City owned, private and underutilized, or private and fully utilized but an inappropriate use for the property.
2. Recently built projects and projects which have planning approval (but not yet built) were treated as 'existing to remain'.
3. Existing or proposed streets, parks, trails, plazas and other such public open spaces are not included in these calculations.
4. The 'test-fit' DSAP - Final Plan Report does not respect existing individual property lines but is organized and calculated on a block-by-block basis, which assumes the accumulation of individual parcels over time for efficient development.
5. The height limits used in the development of the test-fit plan are consistent with, and in most cases below, the height limits established in the Urban Design Section of this Plan. Building heights used in the test-fit plan are also below the maximum building heights established by Federal Aviation Administration (FAA) Part 77, as discussed below. In the southern zone building heights were set to respect the scale of the adjacent neighborhoods and the recommendations in relevant Strong Neighborhood Initiative (SNI) documents.
6. When calculating maximum building heights (and therefore numbers of occupied floors) below the airport flight path constraint, a buffer zone of 15-20 feet was included to allow for elevator shaft overruns, rooftop equipment, architectural treatment to parapets, roof lines etc. In some cases it would be possible to accommodate one additional floor

of occupied space below the flight path constraint and the urban design height limits of this Plan, if rooftop projections were kept to an absolute minimum, but that level of detailed design is beyond the scope of this study.

7. The average residential unit size is 1,000 gross square feet.
8. Typical floor-to-floor heights are:

Ground floor retail	18 ft
Prime office/R+D space	15 ft
Hotel rooms,	12 ft
Residential units	10 ft
Parking structures and podiums	11 ft

9. Station program areas as described in section 2.5 of this report are not included in the build-out matrices.
10. Parking ratios as defined in section 2.8 of this report were applied to all new development.
11. Underground parking was projected to be economically feasible only on commercial developments, only one level below grade due to the high water table and only in large 'podium'-type arrangements where multiple buildings can sit above one large underground parking level for maximum efficiency.
12. Parking for residential developments was generally proposed to be of the 'podium'-type, typically two levels above grade and wrapped by outward facing residential or ground floor retail units. In a few cases where block sizes were too small to accommodate an efficiently-sized parking podium, the parking demand is met by parking structures or podiums on adjacent blocks and/or small amounts of surface parking areas within the same block.
13. On-street parking is not included in the parking supply totals, as this is projected to be available to meet the demand for retail/restaurant uses in the general area, in accordance with

City policy for the downtown core.

14. Off-street parking is not provided for new retail/restaurant premises within the boundaries of the City-defined Downtown core as described in section 2.8 of this report.
15. Employment uses in northern and southern zones are projected to have the same parking ratio as general commercial office space.
16. The 'test-fit' plan has proposed future a typical building footprint for commercial blocks, with some variation according to location within the plan and the street grid which defines the block. The typical footprint is based on a building which is 200-250 ft wide by 120-150 feet deep, with a courtyard at the center to create a u-shaped building which is typically no wider than 60 feet across to allow natural cross-ventilation and natural lighting to most occupied spaces. This is merely a suggested building size and shape in terms of good passive solar design and effective contribution toward meeting the goals of San José's Green Vision. However, we recognize that the actual build-out of the DSAP - Final Plan Report will include many different building designs, shapes and sizes, which is to be encouraged to foster variety and a dynamic public realm. The statement made in Section 2 of this report should be reiterated; this 'test-fit' plan is only one of many ways of approaching the layout of buildings and uses within the Station Area and is primarily a means to calculate the maximum build-out potential of the Station Area rather than a prescriptive plan.
17. The total of 155 residential dwelling units, currently shown on parcels E-9, E-10, and E-15, could be located on any of several sites. Although shown and tabulated on these parcels, the residential units will "float" in the maximum build-out totals, and can be allocated at a future time to one or more sites by the City Council.

OPPORTUNITY SITES

Figure 4-1-8 illustrates the project opportunity sites used for establishing the maximum development potential for the three 'test-fit' DSAP - DSAP - Final Plan Report. An earlier version of this diagram was included in the Existing Conditions Report (Figure 2-6) and this diagram had been developed further in conjunction with City and Agency staff during subsequent phases of the project.

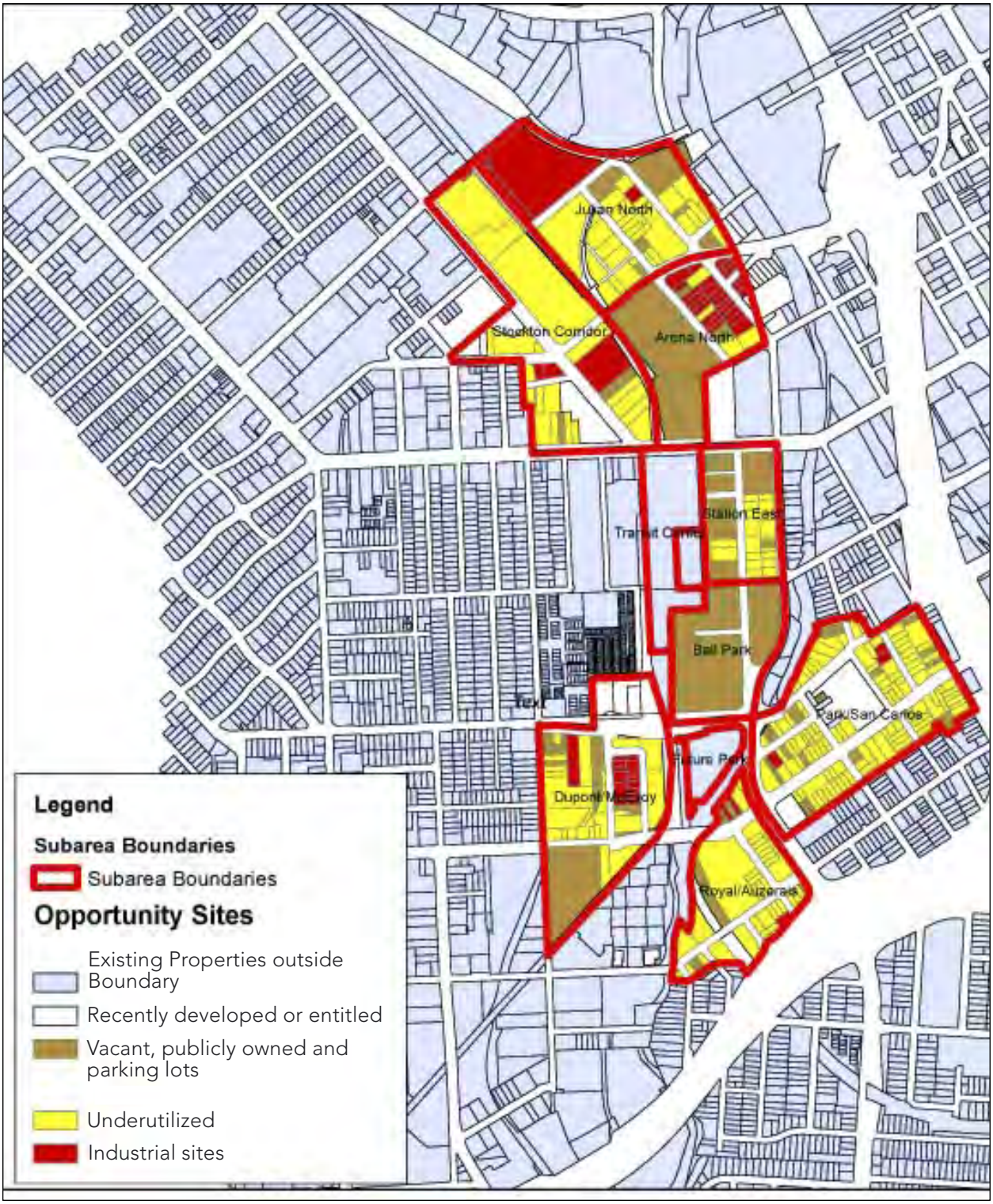
Essentially all land within the project boundary could be considered as opportunity sites, with the exception of recently constructed or recently entitled projects; these projects are shown in white on Figure 4-1-8. All other land, regardless of parcel size or ownership is included within the three 'tiers' of opportunity. Tier 1 represents vacant and/or publicly owned land or parking lots which could be developed soon, and tiers 2 and 3 represent underutilized and/or inappropriately used/zoned sites respectively which could also be developed over time. Maximum build-out assumes that redevelopment of all properties within the three tiers is possible. Inevitably, this would occur in multiple phases over time. It is likely that the properties in tier 1 would be developed first and that properties within tiers 2 and 3 could follow. At this stage it is not possible to predict which properties or accumulations of properties would turn over sooner than others. As the purpose of this report is to predict the maximum possible build-out for all properties within all tiers for the DSAP - Final Plan Report, the phasing of the development is not directly relevant to the calculation process.

FLIGHT PATH RESTRICTIONS

The Diridon Station planning area is subject to height restrictions related to the Norman Y. Mineta International Airport. Building heights in the planning area are subject to the Federal Aviation Administration (FAA) regulations for navigable, obstruction free airspace (FAA Part 77). The City of San José also establishes aviation policies in the San José 2020 General Plan.

The Diridon Station planning area is subject to height and

FIGURE 4-1-8 : OPPORTUNITY SITES DIAGRAM

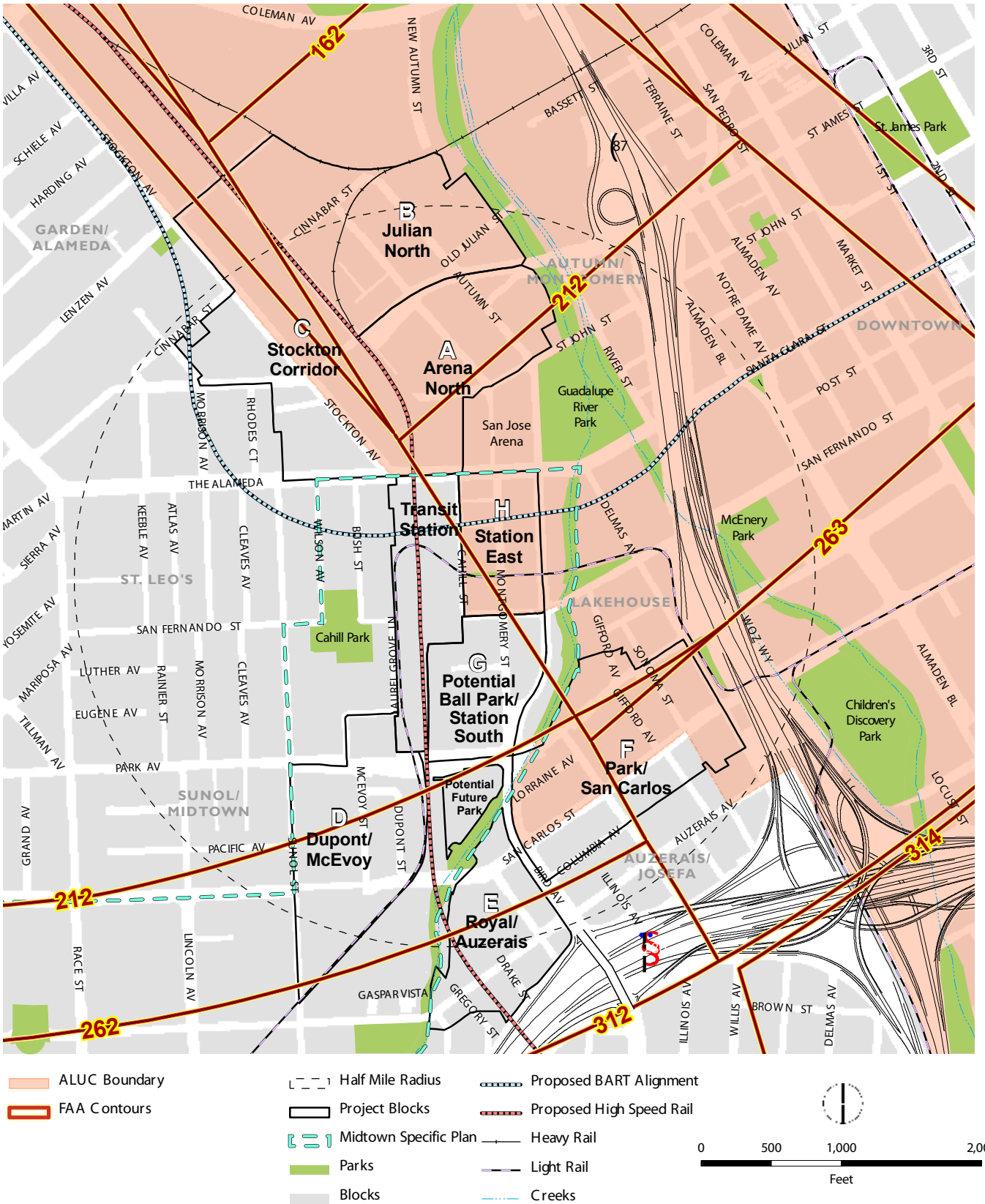


land use restrictions defined by the Santa Clara County Airport Land Use Commission (ALUC) and FAA. The ALUC maintains a Comprehensive Land Use Plan (CLUP) for Areas Surrounding Santa Clara County Airports (ALUCP) that provides for the orderly growth of the area surrounding the County's four airports, including the Mineta San José International Airport, which is required by law to be incorporated in the City's General Plan. The CLUP establishes provisions for the regulation of land use, safety, and noise insulation within areas adjacent to an airport to minimize the public's exposure to safety hazards and excessive noise. Each of these areas is called an Airport Influence Area, or AIA. Any proposed plan, project or land use change within the AIA must be submitted for review by the ALUC to determine whether it is consistent or inconsistent with the CLUP. The AIA for the Airport is mapped in Figure 4-1-9. Local agencies may overrule ALUC findings. In order to overrule a finding of inconsistency, a jurisdiction must hold a public hearing, make specific findings that the action proposed is consistent with the purposes of the ALUC statute, and approve the proposed action through a two-thirds vote of the local agency's governing body.

Approximately 109.5 acres of the Station planning area are located in the AIA referral area for the Airport. The planning area is also subject to height regulations administered by the FAA through the implementation of Federal Aviation Regulation (FAR) Part 77, "Objects Affecting Navigable Airspace." Part 77 sets forth standards and review requirements for the protection of airspace, including the height of potential structures, use of reflective surfaces and flashing lights, electronic interference, and other potential hazards to aircraft in flight. Any proposed structure or object within an extended zone defined by a set of imaginary surfaces radiating outward for several miles from an airport's runways or which stands at least 200 feet in height above ground must be submitted to the FAA for an aeronautical study to determine whether the specific structure would constitute a hazard to aircraft.

FAA contours for the Airport are mapped onto the ALUC boundary

FIGURE 4-1-9 : FAA AND ALUC FLIGHT PATH HEIGHT RESTRICTIONS MAP



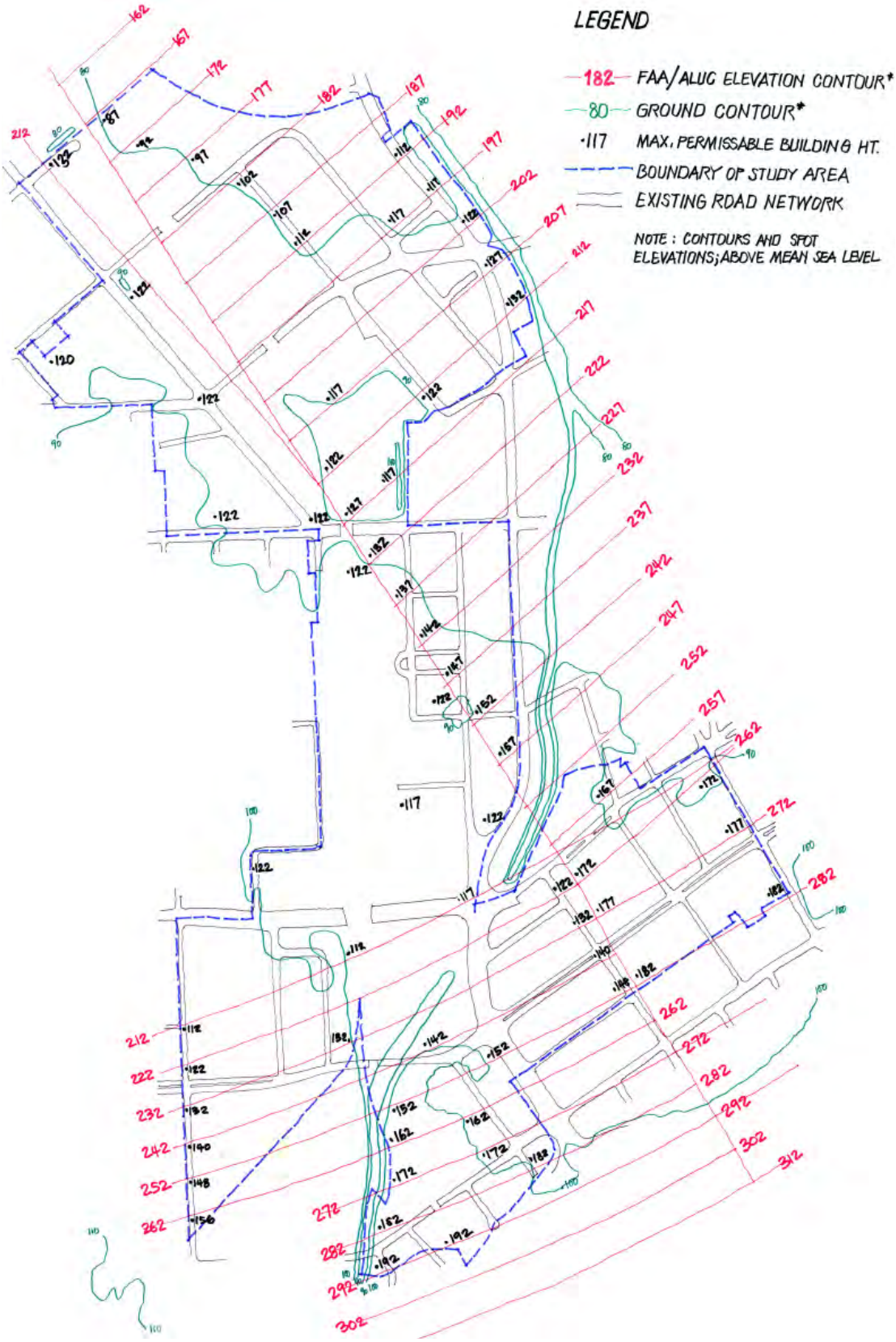
in Figure 4-1-9. The entire Station planning area is located within the FAA imaginary surface, with the most restrictive height limits in the northern portion as the imaginary surface descends northward towards the Airport.

Mapped onto the flight path data in figure 4-1-10 is the available information on ground topography, showing contours at 10 foot intervals. The difference between the ground plane and the flight path is the maximum possible height of buildings above existing ground level. These are indicated with spot elevations where the two sets of contours cross, as well as some interpolations of heights at intermediate locations throughout the project area. As the ground contours are at 10 foot intervals, it should be noted that there is a margin of error of plus or minus 5 feet on the interpolations.

STRONG NEIGHBORHOOD INITIATIVE ZONES

Project sub-areas D (Dupont/McEvoy) and F (Park/San Carlos) both fall within existing SNI (Strong Neighborhood Initiative) boundary and both of these areas have had SNI Neighborhood Improvement Plans and/or Business Improvement Plans prepared in the recent past. Delmas Park SNI Neighborhood Revitalization Plan gives general guidance on the community's preferred land uses, and desirable massing/heights/densities of buildings. The proposed uses, block and street patterns and building heights indicated inthe 'test-fit' DSAP - Final Plan Report are intended to be respectful of and consistent with the community's recommendations.

FIGURE 4-1-10 : FAA AND ALUC FLIGHT PATH HEIGHT RESTRICTIONS MAP



4.2 Parking supply

METHODOLOGY

Parking demand calculations are based on projected future areas and uses of new development; parking ratios are consistent with the goals of the Envision San José 2040 General Plan.

Parking supply is calculated for each of the project sub-areas in an effort to match supply with maximum theoretical demand. The parking supply is achieved by identifying a combination of underground parking spaces below commercial properties, 'wrapped' podium parking within residential properties, some limited surface parking areas on small or awkwardly-shaped properties, and strategically located parking structures of various heights as required to meet demand. In planning the parking structures, every effort was made to locate them away from public vantage points by shielding them with other buildings.

PROJECTED FUTURE PARKING SUPPLY

This section presents a concept plan for meeting the future parking needs for the Diridon Station area due to planned development, the Arena, and planned transit services. Based on comments presented in Section 2.8, it is important to emphasize that this preliminary concept plan is subject to change as development occurs in the Diridon Station area.

Parking supply includes the projected future off-street parking development within the station area. These developments include a variety of new surface, structured, and underground parking facilities. On-street parking supply was not included in the overall supply totals; it exists to serve short-term needs of retail and restaurant uses in the study area.

Using the parking supply numbers shown in Figures 4-1-2, 4-1-4 and 4-1-6 for the northern, central and southern sub-areas, the

total development based parking supply within the 'test-fit' plan in the DSAP Final Plan Report is 11,950 parking spaces. Of this total approximately 8,960 spaces will be located in off-street surface lots and structured parking garages and the remaining 2,990 spaces will be provided in underground parking facilities.

Using the parking demand calculations shown in Figure 2-8-1, the total predicted development based peak demand is 9,127 spaces. When the demand is subtracted from the development based supply of 11,950 spaces, the surplus is 2,823 spaces.

Development based supply	11,950 spaces
Development based demand	9,127 spaces
Development based surplus	2,823 spaces

Using the cumulative transit parking demand estimated in Figure 2-8-4, it can be seen that the total number of spaces required to satisfy the needs of all transit operators is in a range of 1,353 to 2,213 spaces, depending on actual mode-share shift achieved over time.

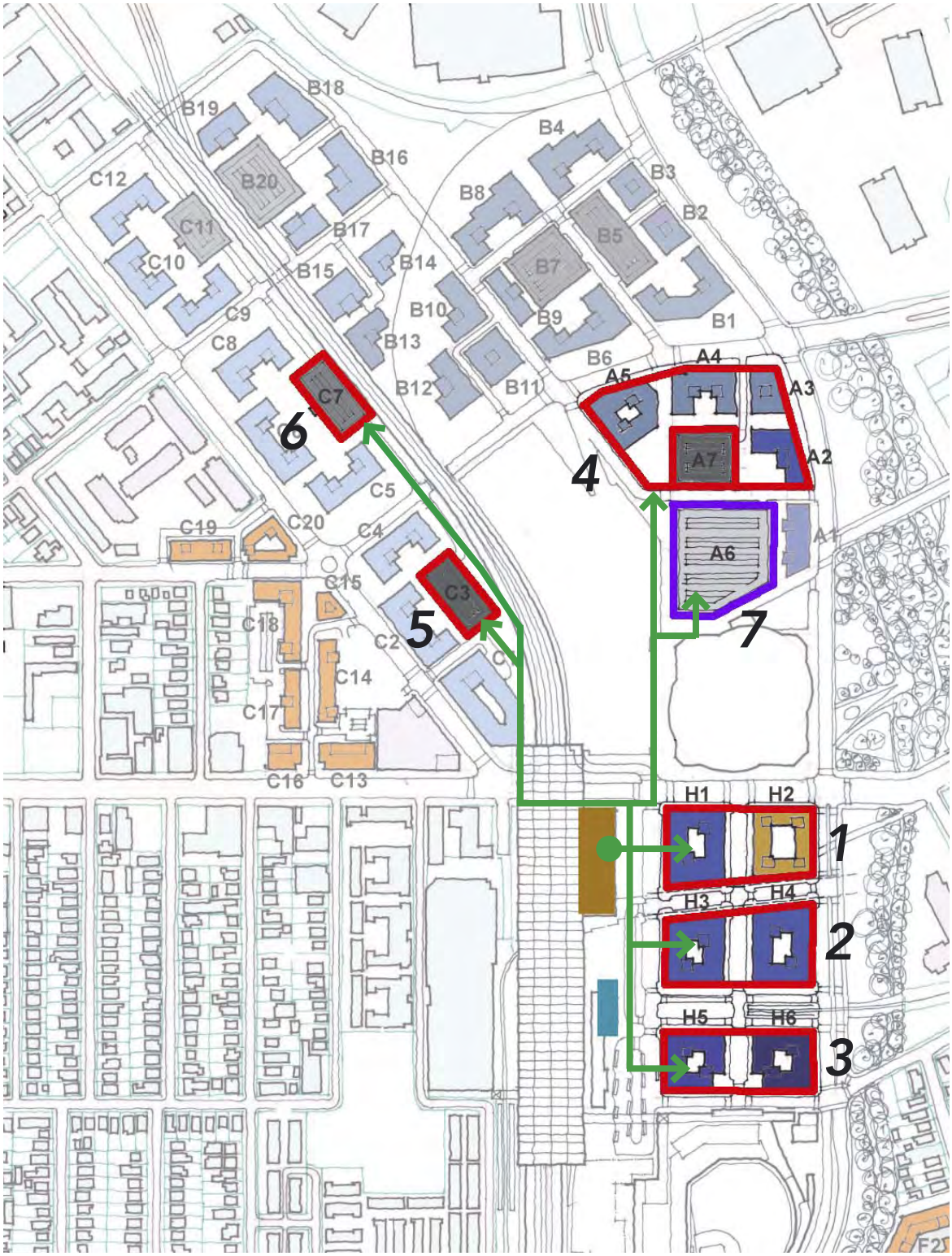
To meet this demand, the 'test-fit' plan in the DSAP Final Plan Report proposes two categories of parking supply within the Station Area.

1. Shared use of the portion of the surplus development based parking supply which falls within a half mile radius of the station terminal.

2. Shared use of a new parking structure with at least 900 spaces located immediately to the north of the San José Arena.

Figure 4-2-1 indicates the parking facilities within the 'test-fit' plan of the DSAP Final Plan Report, which fall within the above two categories.

FIGURE 4-2-1 : PARKING SUPPLY LOCATIONS



1. UNDERGROUND PARKING BELOW BLOCKS H1 AND H2

The capacity of two levels of below grade parking supply on the two blocks is 315 spaces. Using the parking ratios shown in Figure 2-8-1, and the development totals for the buildings above street level, the total demand is for 148 spaces. Thus this block has a surplus capacity of 167 parking spaces.

This parking supply is within 200 feet of the station, less than a one minute walk.

2. UNDERGROUND PARKING BELOW BLOCKS H3 AND H4

The capacity of two levels of below grade parking supply is 330 spaces. Using the parking ratios shown in Figure 2-8-1, and the development totals for the buildings above street level, the total demand is for 200 spaces. Thus this block has a surplus capacity of 130 parking spaces.

This parking supply is within 550 feet of the station. Using a typical walking speed of three miles per hour, this is a little more than a two minute walk.

3. UNDERGROUND PARKING BELOW BLOCKS H5 AND H6

The capacity of two levels of below grade parking supply is 275 spaces. Using the parking ratios shown in Figure 2-8-1, and the development totals for the buildings above street level, the total demand is for 238 spaces. Thus this block has a surplus capacity of 37 parking spaces.

This parking supply is within 900 feet of the station. Using a typical walking speed of three miles per hour, this is about a three and a half minute walk.

4. UNDERGROUND PARKING BELOW BLOCKS A2, A3, A4, A5 AND PARKING STRUCTURE A7

The capacity of the below grade parking supply is 560 spaces. If the above ground parking structure A7 is built to the maximum height consistent with the design guidelines (9 levels) this would provide a parking supply of 900 spaces. Thus the total supply in this sub-area is 1,460 spaces.

These parking facilities are intended to meet the combined demand of development on blocks A1 to A5. Using the parking ratios shown in Figure 2-8-1, and the development totals for these blocks, the total demand is 931 spaces. Thus this sub-area has a surplus capacity of 529 parking spaces.

This parking supply is within 1,350 feet of the station. Using a typical walking speed of three miles per hour, this is a a little more than a five minute walk.

5. PARKING STRUCTURE C3

If the above ground parking structure C3 is built to the maximum height consistent with the design guidelines (9 levels) this would provide a parking supply of 765 spaces.

This parking facility is intended to meet the combined demand of development on blocks C1, C2 and C4. Using the parking ratios shown in Figure 2-8-1, and the development totals for these blocks, the total demand is 498 spaces. Thus this structure has a surplus capacity of 267 parking spaces.

This parking supply is within 1,050 feet of the station. Using a typical walking speed of three miles per hour, this is about a four minute walk.

6. PARKING STRUCTURE C7

If the above ground parking structure C7 is built to the maximum height consistent with the design guidelines (8 levels) this would provide a parking supply of 680 spaces.

This parking facility is intended to meet the combined demand of blocks C5, C6 and C8. Using the parking ratios shown in Figure 2-8-1, and the development totals for these blocks, the total demand is 407 spaces. Thus this structure has a surplus capacity of 273 parking spaces.

This parking supply is within 1,750 feet of the station. Using a typical walking speed of three miles per hour, this is about a six and a half minute walk.

7. PARKING STRUCTURE A6

San José Arena and the City of San José have entered into an agreement to provide additional on-site parking in the area located northeast of St. John Street and Montgomery Street. The 'test-fit' plan of the DSAP shows a multi-level structure with at least 900 spaces. The agreement also states that the additional on-site parking will be made available to the public when not in use for San José Arena events, and, San José Arena events usually occur outside of regular commute hours. Thus it is reasonable to assume that a portion of these spaces will be available for transit patrons on a regular basis. The range of spaces required to meet the projected transit demand is discussed in the next section. A plan will be developed to ensure that strategies are in place to make spaces available for San José Arena patrons when needed. On about 85 weekdays per year, other users would have to vacate this parking structure by 6:00 pm in order to accomodate San José Arena patrons.

The A6 parking structure is within 950 feet of the Station. Using a typical walking speed of four miles per hour, this is a little more than a three and a half minute walk.

SUMMARY

Of the total development based surplus parking supply, the following surplus is located within a half mile radius and within a six and a half minute walk from the station:

1. Blocks H1 H2	167 spaces
2. Blocks H3 H4	130 spaces
3. Blocks H5 H6	37 spaces
4. Blocks A1 - A5	529 spaces
5. Block C3	267 spaces
6. Block C7	273 spaces
Subtotal	1,403 spaces

The combined transit based demand has been shown to be within a range of 1,353 to 2,213 spaces (Figure 2-8-4). Thus it can be seen that the development based surplus described above will satisfy the demand at the lower end of this range. In the worst case scenario, at the upper end of the range, there is a deficit of 810 spaces. In this circumstance, the transit based demand could be accommodated in a future planned parking structure, located northeast of St. John Street and Montgomery Street with at least 900 spaces.

San José Arena Supply

The San José Arena is preserving their existing 1,424 space parking lot and has future plans with the City of San José to expand their on-site parking in the area northeast of St. John Street and Montgomery Street with at least 900 spaces. Both facilities will be open to the public for parking during non-game/non-event hours. San José Arena Management will manage the parking facilities and will have the lease as long as they are the tenant on the San José Arena site. It should be noted that the San José Arena supply is not currently included in supply calculations for the Diridon Station Area.

In theory, at the lower end of the range, San José Arena parking structure spaces are not required to meet demand. At the upper end of the range, as much as 89% will be required to meet demand. In all likelihood the actual demand will fall somewhere in between, as the predicted mode-shifts occur gradually over time.

Further studies will be required to analyze the rate at which transit patrons arrive to collect their vehicles in the afternoon and evening in relation to the rate at which San José Arena customers arrive to park their vehicles in advance of evening events. The goal is to ensure that the transition from one type of patronage to the other is efficient and convenient for all users.

It also should be noted that demand for parking spaces within the San José Arena parking structure may be a little higher than predicted, as these spaces are closer to the station than some of the development based surplus described above, and some patrons may prefer to park as close as possible. This aspect of supply and demand can be partially controlled with pricing stategies. Parking ordinance revisions and pricing strategies are beyond the scope of this report, but will be explored and developed as a next step in the planning process for the Diridon Station Area.

Allocation of transit parking spaces

Furthermore, the geographical distribution of parking spaces and their allocation to individual transit operators will also require further detailed study in subsequent planning projects for the Station Area and beyond. For example, Caltrain has indicated a preference that their parking spaces be located within a five minute walk from the station. Their preference would be for Caltrain patron parking to be located below Blocks H1 to H6, which would accommodate the low to mid range of the Caltrain parking demand projections within a three and a half minute walk of the station. To satisfy the demand at the higher end of the

parking demand projection (1,200 spaces, Figure 2-8-3), Caltrain's preference would be to utilize the surplus spaces in Block A6, a three and a half minute walk from the station. These seven blocks would satisfy maximum projected Caltrain parking demands within a five minute walk from the station.

4.3 Population predictions

EXISTING POPULATION

Using figures provided by The City of San José, the existing population (i.e. residents, employees and hotel guests) within the boundaries of the station area plan are;

Residents	1,428 people
Employment uses	1,680 people*
Total	**3108 people**

**Note: Average employment totals based on EDD ES202 data for 2009*

ESTIMATED NEW POPULATION

Using the maximum build-out development totals in section 4.1 and applying the following ratios agreed with City staff, the eventual total population for the same area can be estimated.

RATIOS

To estimate the new total population in the Station Area, the following assumptions were made:

- Employment uses - general commercial and light industrial - 250 sq. ft per person
- Employment uses - retail and restaurant - 400 sq. ft per person
- Employment uses - hotels - 700 sq. ft per person
- Hotel guests - assume typical San José 57% occupancy rate
- Residential units - market rate housing (85% of total number of units) - 2 people per unit with typical San José 4% vacancy rate

- Residential units - affordable housing (15% of total number of units) - 2.7 people per unit with typical San José 4% vacancy rate

ESTIMATED POPULATION

Residents - market rate	4,400 people
Residents - affordable	1,050 people
Employment - general commercial	19,850 people
Employment - retail/restaurant	1,060 people
Employment - hotels	700 people
Hotel guests	510 people
Total	**27,570 people**

This represents an almost nine-fold increase in non-transient population and is expected to make a significant difference to the proportion of transit patrons who live or work within walking or cycling distance of the station.

Non-transient excludes commuters, customers, diners, visitors and San José Arena/Ballpark patrons.