Downtown West Mixed-Use Plan

NEIGHBORHOOD TRAFFIC AND PARKING INTRUSION MONITORING PLANS

Prepared for **City of San José**
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Downtown West Mixed-Use Rezoning and Development Plan

Neighborhood Traffic and Parking Intrusion Monitoring Plans

Prepared for:
City of San José

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FEHR PEERS

Introduction

The Downtown West Mixed-Use Project area encompasses approximately 80 acres in downtown San José, in the vicinity of Diridon Station, with Caltrain, Amtrak, and future Bay Area Rapid Transit District (BART) service. Due to its size, the Project has the potential to generate cut-through traffic, speeding, and parking spillover on nearby neighborhood streets. Therefore, the City of San José requires the Project to prepare both a Neighborhood Traffic Intrusion Monitoring Plan and a Parking Intrusion Monitoring Plan to determine the Project's effects on the surrounding neighborhoods. These plans establish the baseline traffic and parking conditions in the neighborhoods, define performance thresholds, and describe the data collection methodologies and analysis techniques used for monitoring traffic and parking demands.

The monitoring plans are designed to determine if the Project's traffic and parking behavior results in excessive speeds, volumes, and/or parking demand on neighborhood streets. If the Project is found to add traffic and parking demand that exceeds the performance thresholds identified in the final monitoring plans, it will be required to contribute a proportional share to the costs of managing cut-through traffic, speeding, and parking intrusion, including the costs of expanding the Residential Parking Permit programs.

1.1 Project Description

The Project is anticipated to construct the following uses in multiple new structures distributed throughout the Project area (square footage and unit counts are maximums):[1]

- 7.3 million gross square feet of commercial office uses
- 5,900 dwelling units
- 500,000 gross square feet of commercial retail space
- 300 hotel rooms
- 800 units of limited-term corporate lodging
- 330,000-gross square feet of event space and supportive uses

The Project also includes the provision of up to 4,800 publicly accessible and/or commercial parking spaces to meet the parking demand of site-specific users and the public, and up to 2,360 parking spaces for the Project's residential uses.

[1] *Downtown West Mixed-Use Rezoning and Development Plan: Draft Local Transportation Analysis Report* (2020). Section 1.1: Project Description. Fehr & Peers; prepared for the City of San José. Square footage and unit counts are maximums under the full Project buildout scenario.

1.2 Project Phasing

The Project is anticipated to be constructed in three phases, shown on **Figure 1** and detailed in **Table 1.**

Phase 1 would include the majority of the Project's total office and retail space and approximately half of the projected residential development. Phase 1 would begin in 2021 and would extend through much of 2027. It is expected to be operational after BART service to the Berryessa station (BART Phase 1) has begun operating and the Caltrain Modernization Project (CalMod) has been implemented, and prior to the completion of BART to Diridon (Bart Phase 2).

Phase 2 would include most of the remaining office and commercial space as well as approximately one-quarter of the residential space. Phase 2 work is anticipated to begin in 2025 and would extend through 2031. Future regional and local transit service enhancements associated with BART Phase 2 are anticipated to be completed before Phase 2 of the Project is fully occupied.

Phase 3 would complete the full buildout of the Project and would include office, residential, some commercial spaces, and hotel accommodations. Future regional and local transit service enhancements associated with BART Phase 2 are anticipated to be completed before Phase 3 of the Project is fully occupied.

Table 1: Project Phasing

Land Use	Unit[1]	Total Construction under each Phase		
		Phase 1 2021-2027	Phase 2 (2025-2031)	Phase 3 (2029-2031)
Commercial Office	1,000 sq. ft.	4,170	2,465	665
Residential	du	3,130	1,410	1,360
Commercial Retail	1,000 sq. ft.	370	107	23
Hotel	rooms	0	0	300
Limited-Term Corporate Accommodations	rooms	570	190	80
Event Space	1,000 sq. ft.	100	0	0

Notes: 1. 1,000 sq. ft. = 1,000 square feet; du = dwelling units
Source: Downtown West Mixed-Use Plan Draft EIR. October 2020.

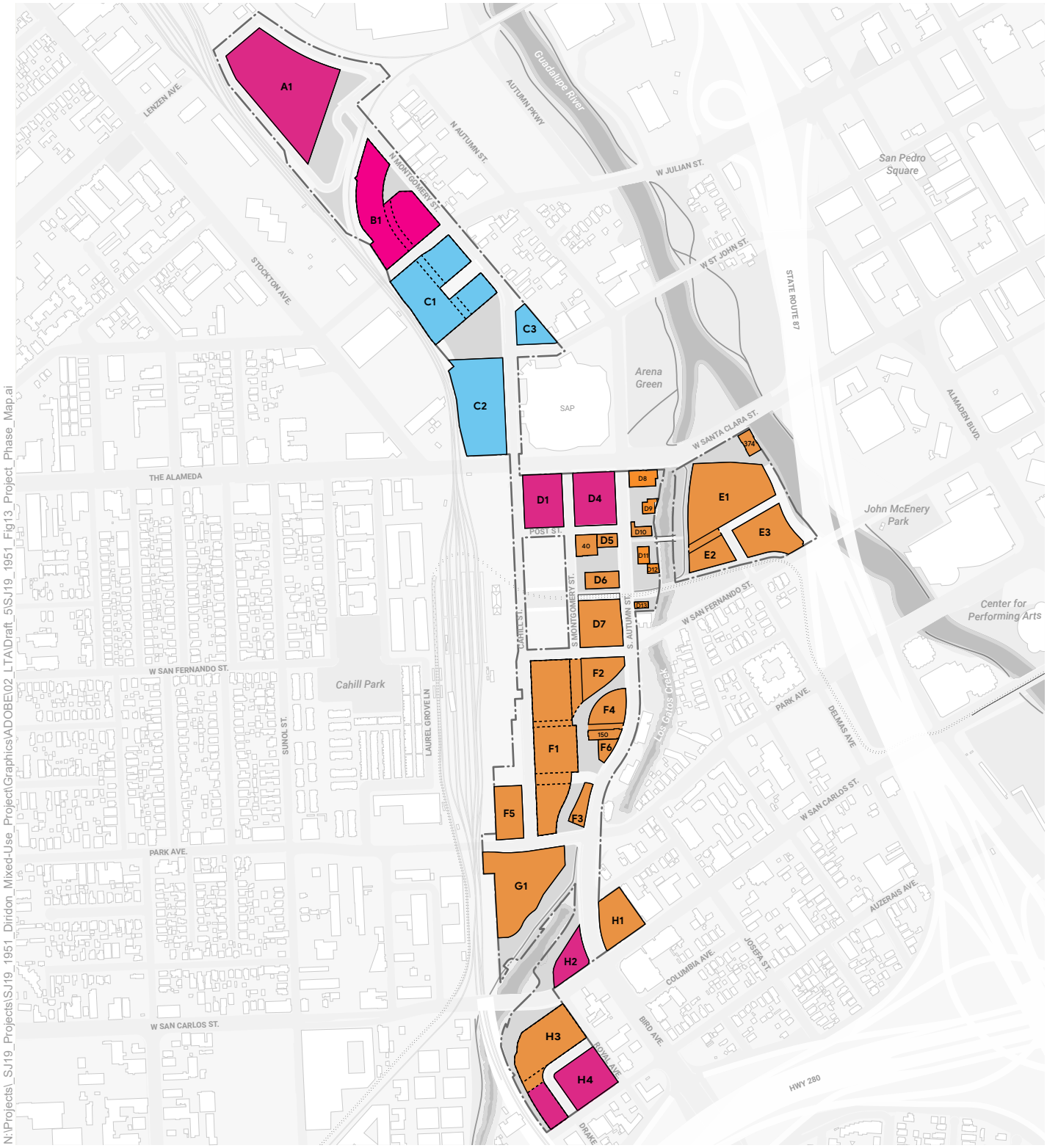

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Figure 1

Project Phase Map

Downtown West

Neighborhood Traffic Intrusion Monitoring Plan

As the Project area develops, the Project has the potential to add traffic to residential streets in adjacent neighborhoods. The City of San José requires a neighborhood traffic intrusion monitoring plan when a project is expected to potentially result in excessive speeds or volumes on neighborhood streets. Per the City of San José's *Transportation Analysis Handbook* (2018), the Project may be required to contribute its proportional share of the cost to construct traffic calming measures if traffic generated by the project results in excessive traffic speeds or traffic volumes on neighborhood streets.[2]

This Neighborhood Traffic Intrusion Monitoring Plan was developed consistent with the City's Traffic Calming Policy (Council Policy 5-6) and outlines an approach to monitoring and reporting on potential neighborhood cut-through traffic resulting from the development of Downtown West. It summarizes relevant standards established by the City of San José and defines monitoring and reporting requirements for Project-related traffic on neighborhood streets.

2.1 Traffic Conditions

As described in *Local Transportation Analysis Report*[3] for the Project, full Project Buildout would result in a maximum of 7,900 new vehicle trips in the AM peak hour, 8,900 new vehicle trips in the PM peak hour, and a total of 95,700 new daily vehicle trips on a typical weekday. The Project has committed to a substantial Transportation Demand Management program, which will reduce vehicle trips below these maximum levels and will thereby reduce the potential for traffic intrusion in nearby neighborhoods,

During morning and afternoon peak hours, around 60 percent of trips would occur in the peak direction (inbound toward the site in the AM peak hour and outbound away from the site in the PM peak hour). **Figure 2** shows the estimated trip distribution for the Project Buildout scenario.

While most of the Project-generated vehicle traffic would occur on major through streets in the area, some vehicle trips may divert onto neighborhood streets, especially during peak times when major thoroughfares are congested. The Project has the potential to add traffic to residential streets in adjacent neighborhoods west of the Diridon Station and north and south of The Alameda, especially if vehicle drivers seek alternative travel routes to avoid traffic congestion in and around the Project area. This can create higher traffic volumes and increased wear on neighborhood streets that are not designed to accommodate higher traffic volumes, as well as increase the potential for conflicts with neighborhood

[2] *Transportation Analysis Handbook* (2018). Section 4.18, City of San José Department of Transportation.

[3] *Downtown West Mixed-Use Rezoning and Development Plan: Draft Local Transportation Analysis Report* (2020). Section 4.1.4.4, Table 19. Scenario: Background Plus Project Buildout (with TDM). Fehr & Peers; prepared for the City of San José.

residents who are walking and bicycling. Speeding may also be a concern through these neighborhood streets during peak times when major arterials are more congested.

2.2 City of San José Requirements

The City of San José's *Transportation Analysis Handbook* (2018) provides guidance for evaluating potential neighborhood traffic intrusion from new development projects. The City's *Traffic Calming Toolkit* (n.d.) identifies approved measures to reduce and slow vehicle traffic on neighborhood streets. The City of San José's *Transportation Analysis Handbook* (2018) defines the following steps to evaluate traffic intrusion from new development projects on nearby neighborhood streets:

- **Pre-construction (baseline) counts**: Conduct speed and volume study on identified streets after the project's development application is approved and prior to the start of project construction.
- **Post-occupancy counts**: Conduct speed and volume study on identified streets 6-12 months after the project is fully occupied.
- **Report findings:** Submit results from speed and volume study to Department of Transportation.
- **Manage traffic:** Implement traffic calming and/or traffic control measures as warranted by the analysis and approved by the Department of Transportation.[4]

2.2.1 Cut-Through Traffic Thresholds

San José's *Traffic Calming Toolkit* (n.d.) defines thresholds for implementing traffic calming based on the Traffic Calming Policy (Council Policy 5-6), which establishes criteria for two levels of traffic calming.

Streets must meet one of the following thresholds to be considered for traffic calming treatments:

- **Local Streets** with a posted speed limit of 25 mph and 1,000-3,000 vehicles per day
    - 85th percentile speed of 33 mph or more, or
    - 40 percent or more of daily traffic is cut-through traffic
- **Neighborhood Collector Streets** with a posted speed limit of 25 mph or 30 mph and 1,000-6,000 vehicles per day
    - 85th percentile speed of 33 mph or more on 25 mph posted streets, or
    - 85th percentile speed of 37 mph or more on 30 mph posted streets

[4] *Transportation Analysis Handbook* (2018). Section 4.18. City of San José Department of Transportation.

Figure 2

Project Trip Distribution

Downtown West

Local residential streets and neighborhood collector streets that do not meet these thresholds may be eligible for traffic calming treatments if the City Engineer finds that extraordinary changes to normal traffic conditions have occurred. These changes may be due to high rates of collisions, excessive vehicle speeds, pedestrian activity, and/or proximity to high traffic generators or major traffic corridors. Local and Neighborhood Collector Streets are described in the City's adopted General Plan, *Envision San José 2040*, and defined in the City's Functional Classification Diagram of roadways, maintained by the City's Transportation Director.

If a street included in the intrusion monitoring program for the proposed Project meets one of these thresholds, it is a candidate for traffic calming measures. The Project's traffic engineering/planning consultant will coordinate with City staff to review the analysis and determine if and what types of traffic calming measures should be implemented to eliminate or minimize the portion of the adverse impacts resulting from the Project.

2.2.2 Traffic Calming Measures

San José's *Traffic Calming Toolkit* also defines traffic calming measures that can be used when a threshold is met. These measures are defined in the City's Traffic Calming Policy (Council Policy 5-6) and are categorized into two general types of measures:

- **Basic traffic calming measures -** includes installation of traffic control devices, traffic enforcement, and safety education.
- **Comprehensive traffic calming measures** - are physical roadway design features or dynamic signage or warning systems and are considered on residential, two-lane local or neighborhood collector streets with a maximum posted speed of 30 mph. Comprehensive measures fall into two categories:
    - Level 1 traffic calming projects reduce vehicle speeds and enhance pedestrian safety,
    - Level 2 traffic calming projects divert vehicle traffic away from neighborhood streets. [5]

Table 2 lists the traffic calming options included in the City's Toolkit. It also identifies the level of estimated cost and secondary effects of implementing each strategy.

[5] *Traffic Calming Toolkit* (n.d.). Appendix A: Traffic Calming Policy. City of San José Department of Transportation.

Table 2: Cut-through Traffic and Speeding Management Strategies

Strategy Name	Estimated Cost to Implement	Factors Addressed					
		Reduce Speed	Reduce Volume	Improve Safety for People Who Are:			Improve Neighborhood Character
				Driving	Walking	Bicycling	
Basic Measures							
Police Enforcement	Subject to resources	Yes	No	Yes	Yes	Yes	None
Parking Enforcement	Subject to resources	No	No	Yes	Yes	Yes	No
Radar Trailer	Subject to resources	Yes	No	Yes	Yes	Yes	None
Safety Education	Subject to resources	Yes	No	Yes	Yes	Yes	None
Curb Markings	Minor	No	No	Yes	Yes	Yes	No
Edgeline Striping	Minor	Possible	Possible	Yes	Possible	Yes	Possible
Signs (speed limit, curve warning, parking restrictions, etc.)	Minor	Possible	No	Yes	Yes	Yes	No
High-Visibility Signs	Minor	Yes	No	Yes	Yes	Possible	No
Crosswalks	Minor	No	No	No	Yes	No	No
High-Visibility Crosswalks	Minor	No	No	Possible	Yes	No	No
Truck Restriction	Minor	No	Possible	No	Yes	Yes	No
Stop Signs	Minor	No	Possible	Yes	Yes	Yes	No
Residential Parking Program	Depends on area size and cost to residents	No	No	No	No	No	Possible
Comprehensive – Level 1 Measures							
Radar Speed Display Signage	$15K-20K/sign ongoing O&M	Yes	No	Yes	Yes	Yes	No
School Zone Beacons	$12K-$15K/pair ongoing O&M	Yes	No	Yes	Yes	Yes	No
Enhanced Crosswalks (flashing beacons or textured asphalt)	$30K-$50K/ location ongoing O&M	Yes	No	Yes	Yes	Yes	No
Road Bumps	$7K each	Yes	Possible	No	Yes	No	No
Bulb-outs	$60K-$600K/pair	Yes	Possible	No	Yes	No	Possible
Traffic Circle	$60K-$100K ongoing O&M if landscaped	Yes	Possible	No	No	No	Yes

Table 2: Cut-through Traffic and Speeding Management Strategies

Strategy Name	Estimated Cost to Implement	Factors Addressed					
		Reduce Speed	Reduce Volume	Improve Safety for People Who Are:			Improve Neighborhood Character
				Driving	Walking	Bicycling	
Chokers	$20K/pair (detached) ongoing O&M if landscaped	Yes	Possible	No	No	No	Yes
Medians	$20K-$40K each ongoing O&M if landscaped	Yes	Possible	No	No	No	Yes
Chicanes	$10K each (detached) ongoing O&M if landscaped	Yes	Possible	No	No	No	Yes
Comprehensive – Level 2 Measures							
Diverters	Depends on design	Possible	Yes	No	No	No	Possible
Partial Closure	Depends on design	Possible	Yes	No	No	No	Possible
Extended Median	Depends on design	Possible	Yes	No	Yes	No	Possible
Full Closure	Depends on design	Possible	Yes	No	Yes	No	Possible

Source: City of San José Department of Transportation, *Traffic Calming Toolkit*, Appendices C and D.

2.3 Monitoring Plan

This section outlines the monitoring plan to evaluate possible future neighborhood cut-through traffic and speeding. The Project will be required to collect initial baseline monitoring data after project approval and ongoing monitoring data once the certificate of occupancy for the Phase 1 office development has been issued. The baseline monitoring data will be used to compare to the future conditions to determine if a threshold has been exceeded. Additional data will be collected to document changes in transportation services and new developments that are occupied between the baseline monitoring and monitoring when the Project is complete and occupied.

2.3.1 Monitoring Locations

Consistent with City practices, neighborhood collectors and local streets within one-half mile of the Project were identified to be analyzed for potential cut-through traffic. Streets south of I-280 and east of SR 87 were excluded since few local streets connect across freeways. While any neighborhood collector or local street could experience traffic intrusion, neighborhood streets that connect two major streets or run parallel to a major corridor have the highest potential for cut-through traffic and speeding.

The streets most likely to have Project-generated cut-through traffic and/or speeding are shown in **Figure 3**. These streets are:

- Classified as local or neighborhood collectors (and therefore potentially eligible for traffic calming, per San José's *Traffic Calming Guidelines*),
- Connect or run parallel to major thoroughfares, and
- Are likely to carry higher volumes of cut-through traffic or speeding based on the Project's traffic assignment.

While these are initial assumptions based on available data and presumed travel patterns, travel behavior related to cut-through traffic is hard to predict. The monitoring approach detailed in the subsequent section is designed to capture the locations most likely to be affected; however, the monitoring approach should be adjusted to reflect observed travel patterns in surrounding neighborhoods. Additional local and neighborhood collector streets could be added at the request of City staff in response to concerns from Project neighbors.

2.3.2 Monitoring Methods

All data collection should take the form of 48-hour speed and volume counts, conducted by a third-party count specialist or consultant using the methods described in San José's *Transportation Analysis Handbook*. To best capture typical conditions, counts should be conducted on a Tuesday, Wednesday, or Thursday in the spring or fall when schools are in session during a week without holidays. Counts should be conducted mid-block to accurately capture speed data.

Currently, automated vehicle volume counts typically use pneumatic tubes laid in the roadway to sense the presence of vehicles traveling over them. If two hoses are placed parallel to each other and perpendicular to the flow of traffic, vehicle speeds can be estimated as well. Future changes in data

collection methodologies and technologies may allow for more accurate, time-efficient, and/or cost-efficient monitoring procedures than those outlined in this Plan. Data collection methods should generally conform to the methods described in the most recent edition of the City's Transportation Analysis Handbook. Alternative methods may be used with written approval of City of San José Department of Transportation staff.

2.3.3 Monitoring Timeline

Per San José's *Transportation Analysis Handbook* and in recognition of the length of time anticipated between the beginning of Project construction and full Project occupancy, multiple rounds of data collection should be conducted to evaluate potential neighborhood cut-through traffic:

- An initial **baseline survey** conducted after Project approval and prior to construction.
- **Regular monitoring surveys every two years**. continuing for no more than five years following full occupancy of the Project or the issuance of the Project's final certificate of occupancy, whichever comes first.
- **Additional surveys** to reassess neighborhood traffic conditions, as follows:
    - Prior to transit service changes at Diridon Station due to Caltrain Modernization and BART Silicon Valley Phase II,
    - At the discretion of the Project sponsor,
    - As requested by the City of San José.

Since the Project is expected to take several years to be fully constructed and occupied, volume and speed counts may be conducted at additional points prior to full Project construction and occupancy. Regular monitoring will continue for no more than five years following full occupancy of the Project or the issuance of the Project's final certificate of occupancy, whichever comes first.

The Project will be responsible for the cost of monitoring potential neighborhood traffic intrusion. For each round of data collection. the Project will retain the services of an independent City-approved transportation planning/engineering firm to conduct neighborhood traffic volume and speed counts at the likely cut-through traffic locations identified on **Figure 3.**

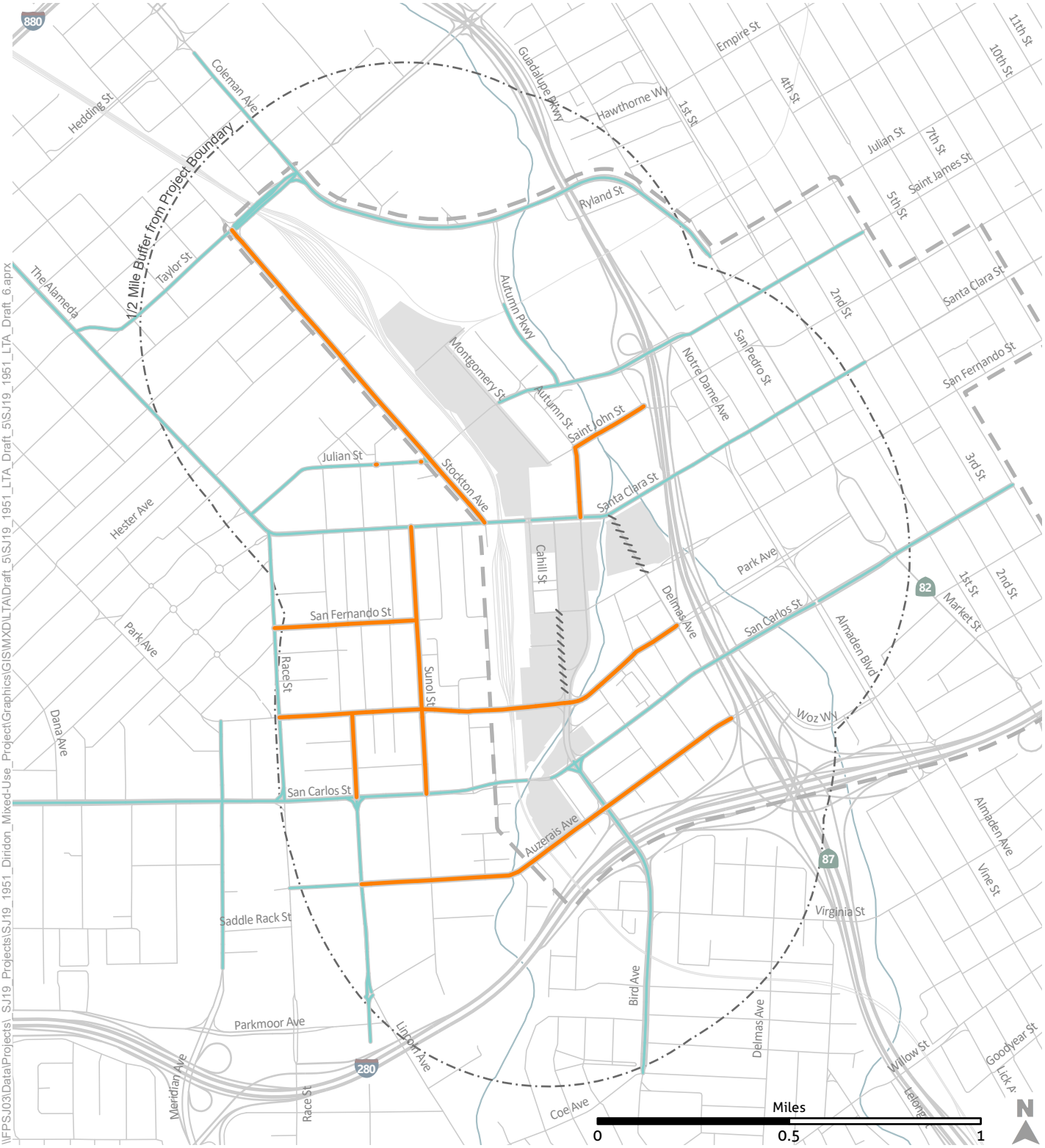


Figure 3

Likely Cut-Through Traffic Locations

Downtown West

2.3.3.1 Baseline Survey

Initial Baseline surveys will be conducted after Project approval and before construction begins, which would likely be in 2021. The COVID-19 pandemic has substantially changed travel behavior, increasing telecommuting and decreasing transit use, which may make pre-construction counts less relevant to future traffic conditions near the Project. The initial baseline for neighborhood traffic impacts analysis will be set when vehicle volumes on nearby streets have returned to 80 percent of pre-COVID levels.

After the City approves the Project application and before construction begins, the Project applicant shall retain the services of an independent City-approved transportation planning/engineering firm to conduct an initial round of baseline counts at the likely cut-through traffic locations identified on **Figure 3.** At the request of the City, additional monitoring locations may be added on streets within a ½ mile buffer of the Project boundary that are subject to San José's traffic calming program. At least two sets of vehicle speed and volume counts shall be conducted at each location in either the spring or fall when school is in session, using the methods described in San José's *Transportation Analysis Handbook*. Counts should be conducted mid-block to accurately capture speed data.

2.3.3.2 Regular Monitoring Surveys

The Project is expected to take several years to be fully constructed and occupied. Regular surveys will be conducted as the Project is constructed to reflect the effects of nearby land use development and transportation service changes that would potentially increase neighborhood traffic intrusion. These regular surveys will also reflect post-COVID travel behavior changes not captured by the initial baseline survey.

Regular monitoring will be conducted a minimum of every two years, starting in the calendar year once the first building of each Phase has been completed but before it has been occupied. The project applicant shall retain the services of an independent City-approved transportation planning/engineering firm to conduct a round of monitoring counts at the likely cut-through traffic locations identified on **Figure 3** and, within reason, at additional locations requested by the City that fall within ½ mile of the Project boundary and on streets that are subject to San José's traffic calming program. At least two sets of vehicle speed and volume counts shall be conducted at each location in either the spring or fall when school is in session, using the methods described in San José's *Transportation Analysis Handbook*.

2.3.3.3 Additional Surveys

Additional surveys will be conducted prior to the following anticipated changes to nearby transportation service, along with any additional unanticipated changes of similar scale:

- **Caltrain Modernization (CalMod) Program**: Electrification of Caltrain corridor between Tamien Station (San José) and San Francisco 4th and King Station, which will allow for up to six trains per peak hour per direction (a 300 percent increase from the current levels of two trains per hour); expanded service is currently planned to begin in 2022, prior to the completion of Phase 1 of the Project;

- **BART Silicon Valley Phase II:** Extension of Bay Area Rapid Transit (BART) to Diridon Station, which will expand transit access and reduce travel times between San José and the East Bay, currently planned to begin service in 2030, prior to the completion of Phases 2 and 3.

Additional surveys will be conducted at the discretion of the Project applicant to reflect changes to local traffic conditions due to the construction and occupancy of nearby development projects. To evaluate the Project's effect on and contribution to any traffic intrusion, the most critical baseline update would occur with the completion of the first building of Phase 1 and immediately before occupancy begins.

Additional surveys will be conducted at the request of the City, no more than once per year, if reasonably determined to be needed by the City of San José Planning, Building, and Code Enforcement Department or Department of Public Works.

2.3.3.4 Frequency of Reporting

The Project will continue to monitor and report on neighborhood traffic conditions for five consecutive years after full Project occupancy or for five consecutive years after the last certificate of occupancy has been issued, whichever comes first. Additional surveys will be conducted no more than once per year, if reasonably determined to be needed by the City of San José Planning, Building, and Code Enforcement Department or Department of Public Works.

2.3.4 Project Contribution to Neighborhood Traffic

As the Project is built and other new development continues in the Diridon neighborhood, cut-through traffic and speeding may increase overall even if the Project does not generate it. The Project will be responsible for the monitoring program and its proportional share of the costs to implement these strategies, as needed.

Per the City of San José's *Transportation Analysis Handbook* (2018), the Project may be required to construct traffic calming measures if traffic generated by the project results in excessive traffic speeds or traffic volumes on neighborhood streets.[6] San José's *Traffic Calming Toolkit* (n.d.) defines the following thresholds for implementing traffic calming based on the City's Traffic Calming Policy (Council Policy 5-6):

- **Local Streets** with a posted speed limit of 25 mph and 1,000-3,000 vehicles per day
    - 85th percentile speed of 33 mph or more, or
    - 40 percent or more of daily traffic is cut-through traffic
- **Neighborhood Collector Streets** with a posted speed limit of 25 mph or 30 mph and 1,000-6,000 vehicles per day
    - 85th percentile speed of 33 mph or more on 25 mph posted streets, or
    - 85th percentile speed of 37 mph or more on 30 mph posted streets

[6] *Transportation Analysis Handbook* (2018). Section 4.18. City of San José Department of Transportation.

Local residential streets and neighborhood collector streets that do not meet these thresholds may be eligible for traffic calming treatments if the City Engineer finds that extraordinary changes to normal traffic conditions have occurred due to high rates of crashes, excessive vehicle speeds, pedestrian activity, and/or proximity to high traffic generators or major traffic corridors. Local and Neighborhood Collector Streets are described in the City's adopted General Plan, *Envision San José 2040*, and defined in the City's Functional Classification Diagram of roadways, maintained by the City's Transportation Director.

The project will contribute its proportional share of the cost of traffic calming measures. The proportional share will be determined by comparing the traffic counts conducted before and after Project occupancy, taking into account changes to neighborhood traffic conditions reflected in any additional counts conducted prior to transit service changes or following the occupancy of nearby (non-Project) developments. i. The proportional share calculation shall consider the Project's trip generation and distribution assessment (described in the Project's *Local Transportation Analysis*) as well as the trip generation and trip assignments from nearby projects completed during the Project's construction period. The proportional share calculation will also consider data collected for the interim baseline survey to determine if other projects or transportation service improvements have contributed to neighborhood traffic intrusion.

To ensure that the Project bears a reasonable share of the costs of mitigations, the Project's total combined contributions to mitigate both neighborhood traffic and parking impacts will be capped at $300,000. Contributions will take the form of funds provided to the City of San José and/or construction of on-street improvements, as determined by the City.

2.3.5 Reporting

After each round of counts, the Project's traffic engineering/planning consultant will prepare a memorandum that contains the following elements:

1. A description of current Project status and relevant land use development and transportation conditions that have changed since Project approval and/or the previous round of counts.
2. A summary of findings from the latest round of counts.
3. A comparison of the latest round of counts to the baseline and to previous rounds of counts, if applicable.
4. A comparison of the latest round of counts to the Project's initial trip distribution Project distribution in the LTA**.**
5. An assessment of whether and to what extent Project-generated traffic intrusion is occurring on neighborhood streets.
6. The calculation and assessment of the proportional share contributed by the Project.
7. An appendix or attachment presenting the complete results of the latest round of counts.

The memorandum will be submitted to the City within four months of conducting each round of counts.

Parking Intrusion Monitoring Plan

As the Project area develops, the Project has the potential to increase the demand for parking on nearby streets, which could adversely affect nearby residents and businesses that rely upon on-street parking, The City of San José requires a parking intrusion analysis when a project is expected to potentially result in spillover parking on nearby neighborhood streets. Per the City of San José's *Transportation Analysis Handbook* (2018), the Project may be required to implement parking management strategies in surrounding neighborhoods.[7]

This Parking Intrusion Monitoring Plan proposes an approach to monitoring and reporting on potential excess on-street parking resulting from Project operations. It summarizes relevant standards established by the City of San José and defines the approach to monitoring and reporting on Project-related spillover parking on neighborhood streets.

3.1 Parking Conditions

The Project proposes to provide priced off-street parking at levels appropriate for a downtown neighborhood with robust transit, bicycling, and walking networks. Currently, on-street parking near the Project includes metered, residential permit, and unmanaged parking spaces.

3.1.1 Project Parking Supply

As described in *Local Transportation Analysis Report*[8] for the Project, the Project has proposed a total off-street parking supply of no more than 7,160 spaces; of which no more than 4,800 publicly available parking spaces would be provided for the commercial uses and no more than 2,360 spaces would be provided for residential uses. In addition, the Project includes market-rate parking pricing for commercial uses and unbundled parking for residential uses, with parking spaces rented separately from residential units.

Although the proposed commercial parking supply is lower than what would typically be required by City code, it is anticipated to meet the site's demand with implementation of the Project's extensive Transportation Demand Management (TDM) program.[9] However, the combination of a limited parking supply and parking pricing could result in some drivers parking in surrounding neighborhoods to avoiding paying for parking. This could adversely affect nearby residents and businesses that rely upon on-street parking, and the Project is required to have a parking monitoring plan to evaluate nearby neighborhoods for parking intrusion.

[7] *Transportation Analysis Handbook* (2018). Section 4.16, City of San José Department of Transportation.
[8] *Downtown West Mixed-Use Rezoning and Development Plan: Draft Local Transportation Analysis Report* (2020). Section 11, Parking Assessment. Fehr & Peers; prepared for the City of San José.
[9] *Downtown West Mixed-Use Rezoning and Development Plan: Draft Local Transportation Analysis Report* (2020). Section 11.2, Parking Supply Assessment. Fehr & Peers; prepared for the City of San José.

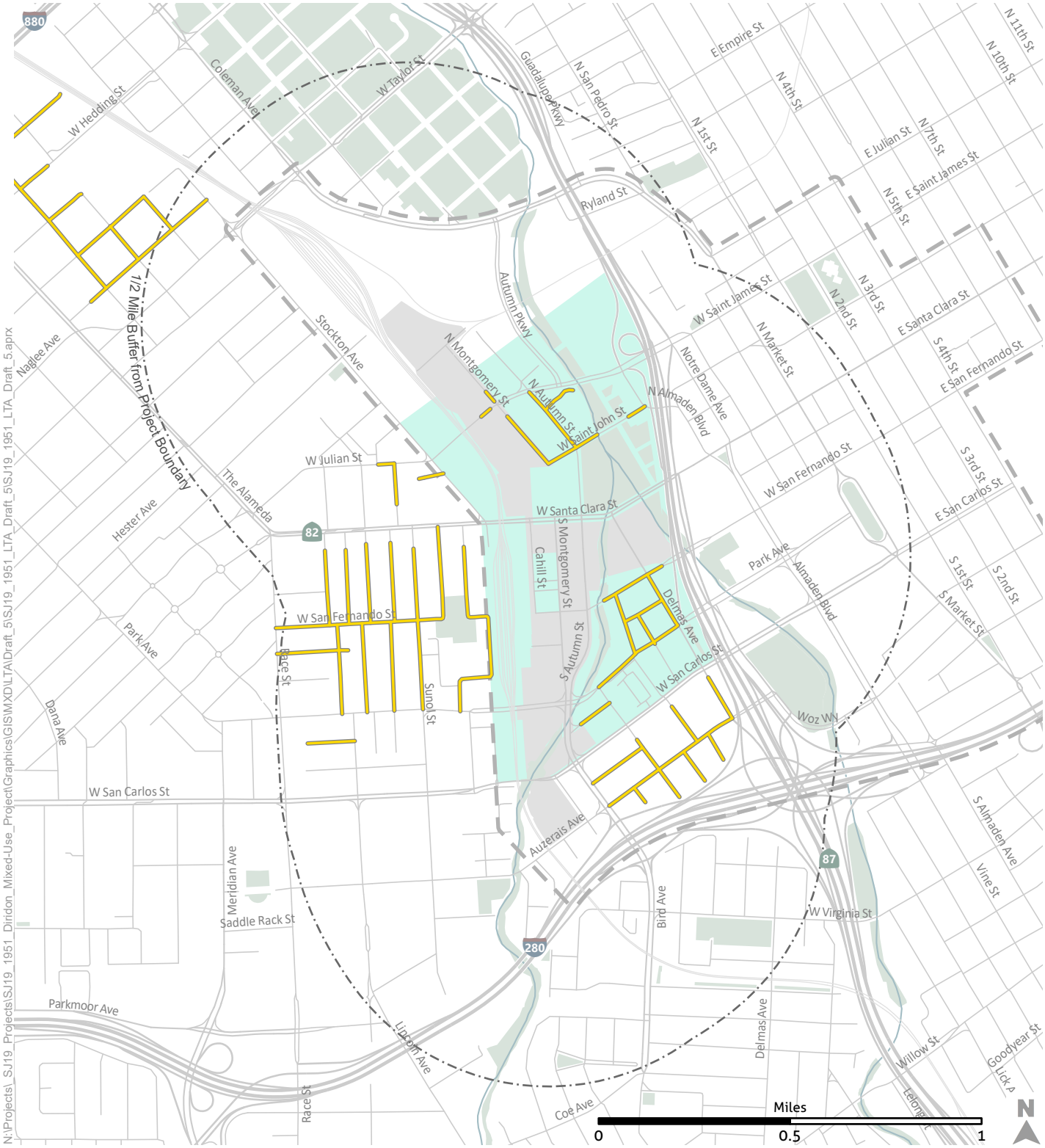
3.1.2 Existing Parking Program and Meter Areas

Currently, there are seven residential parking programs (RPPs) on streets within one-half mile of the Project, as shown on **Figure 4** and summarized below:

- College Park
- Garden/Alameda
- St. Leo's
- Cahill Park
- Autumn/Montgomery
- Parkside
- Delmas Park

Six of the RPPs offer unlimited residential permits and two guest permits per residence. Cahill Park does not offer any residential permits and only one guest permit per residence. All seven programs offer business permit parking for employees, depending on the availability of off-site parking and visitor parking needs.

The Arena/Diridon Area Parking Meter District encompasses a portion of the Project area, bounded by Cinnabar Street on the north, White Street on the west, W San Carlos Street on the north, and SR 87 on the east. The meters in this district have variable time limits and hours of implementation. **Figure 4** also shows the location of the Arena/Diridon Area Parking Meter District.



Project Boundary

Downtown Core Boundary

Existing Parking Restriction Type

Residential Permit Parking Program (RPP)

Arena/Diridon Area Parking Meter District

Figure 4

Existing Parking Restrictions

Downtown West

3.2 City of San José Requirements

The City of San José's *Transportation Analysis Handbook* (2018) provides guidance for evaluating potential parking intrusion from new development projects. The City has not adopted formal parking management guidelines or thresholds for parking spillover from new development; therefore, this section presents recommended thresholds and management strategies based on industry best practices.

San José's *Transportation Analysis Handbook* (2018) defines the following steps to evaluate parking intrusion from new development projects on nearby neighborhood streets:

- **Pre-construction (baseline) counts**: Conduct a parking survey on identified streets after the project's development application is approved and prior to the start of project construction.
- **Post-occupancy counts**: Conduct a parking survey on identified streets 6-12 months after the project is fully occupied.
- **Report findings:** Submit results from parking surveys to Department of Transportation
- **Manage parking:** Implement a parking plan as recommended by the Department of Transportation.

While the *Handbook* identifies a few parking management strategies, the Department of Transportation has leeway to recommend strategies that are appropriate to neighborhood context and needs.

3.2.1 Parking Intrusion Thresholds

San José has not documented a threshold for parking spillover from a new development. For the purposes of the Project's parking intrusion monitoring plan, we recommend the following thresholds, which are consistent with thresholds identified in parking intrusion monitoring agreements established elsewhere in San José:

- On-street parking occupancy is 75 percent or higher and parking intrusion from outside the neighborhood is at least 50 percent, or
- On-street parking occupancy is 85 percent or higher on at least 60 percent of street segments of a neighborhood.

The establishment of an RPP would generally only occur if there is an adequately-sized zone of a minimum of 150 households in a quarter-mile radius area that is within a half-mile radius from the Project site and after adequate outreach to determine neighborhood support.

3.2.2 Parking Intrusion Management Strategies

The City of San José has not adopted formal parking management guidelines. However, parking management strategies such as time limits, metering, and residential parking programs have been implemented in San José and other cities to efficiently manage on-street parking spaces.

To identify potential approaches to managing spillover parking near the Project, best practices and strategies for parking management were pulled from several documents:

- SANDAG, (2014), Regional Parking Management Toolbox
- Metropolitan Transportation Commission (2007), Reforming Parking Policies to Support Smart Growth
- Bay Area Rapid Transit District (2000), Parking Management Toolkit, Strategies for Action in BART Station Areas

Table 3 summarizes the potential parking management strategies identified from the sources above. These are divided into three large categories of parking restrictions, enforcement, and policy. These management strategies will be used if parking demand in any residential area that exceeds the threshold defined above. The following sections describe each of the strategies.

Table 3: Parking Management Strategies

Strategy Category	Strategy Description	Potential Issues this Strategy Addresses						
		Use		Non-Compliance	Congestion due to Circulation	Inefficient Curb Use	Uneven Parking Patterns	Extended Parking Times
		Residential	Commercial					
Parking Restrictions	Implement Time Limit Restrictions	X	X		X	X	X	X
	Reduce Time Limits		X		X	X		X
	Install Parking Meters/ Smart Parking Meters		X		X			X
	Implement Paid Parking Program		X		X		X	X
	Improved Signage	X	X	X		X		X
	Parking Permits	X	X		X			
	Commercial Vehicle Parking		X	X	X	X		
	Residential Parking Program	X			X			
Enforcement	Expand Parking Enforcement	X	X	X			X	X
	Issuance of Warnings	X	X	X			X	X
	License Plate Recognition Enforcement	X	X	X	X		X	X
Policy	Comprehensive Curb Lane Management Policy	X	X	X		X	X	X
	Outreach and Education	X	X	X			X	
	Policies and Incentives that Promote other Modes	X	X	X	X	X	X	X
	Support TDM Strategies to Reduce Parking Demands	X	X		X		X	

Note: This table is not comprehensive; parking management plan elements would be decided by City staff in conjunction with project management staff. Sources: SANDAG, (2014), *Regional Parking Management Toolbox*; Metropolitan Transportation Commission (2007), *Reforming Parking Policies to Support Smart Growth;* Bay Area Rapid Transit District (2000), *Parking Management Toolkit, Strategies for Action in BART Station Areas.*

Time Limits & Restrictions: Time-based parking restrictions prohibit parking for certain periods to preserve roadway capacity during peak commuting periods and to save parking resources for particular user groups. In residential areas adjacent to commercial areas, parking time limits are used to discourage long-term parking by employees of the businesses in the commercial areas. In commercial areas, typically by petition of the business/property owners, time limits are used to encourage turnover of parking spaces to provide short-term parking for visitors to the commercial areas.

Parking Charges: A system of differentiated parking meter rates is a key element in encouraging drivers to use parking efficiently by directing long-term parking to less convenient spaces and gaining the most productivity from the most attractive on-street spaces. There are many alternatives for collecting on-street parking charges ranging from traditional parking meters to centralized parking machines, to smart meters with debit card systems. Rates can be set or can vary based on occupancy and peak demand periods.

Parking Benefit District: This strategy is a variation of an on-street parking charge scheme for residential areas. Instead of prohibiting non-resident parking in neighborhoods, as occurs with a residential permit parking program, non-resident parking could be allowed with an appropriate parking charge. Revenues from the nonresident parking can flow back to the community for neighborhood or transportation improvements.

Urban Design/Signage: Urban design features can make more distant on-street parking spaces known to commuters and enhance pedestrian connections to those spaces. Good signage can direct parkers quickly and efficiently to available spaces.

Parking Permits: Permits are issued to regulate who can park by time, day, or location restrictions. These can be residential or commercial. Permitting can be monitored electronically through online registration and license plate recognition enforcement, or through traditional enforcement.

Commercial Vehicle Parking: Specific parking spaces for commercial activity can be provided through time of day restrictions, time restrictions, or commercial vehicle permits. This allows curb space for loading and unloading activities and can reduce illegal parking and vehicles circling for a parking space.

Residential Parking Program: Preferential or permit parking districts restrict parking for all motorists, but area residents and their guests are exempt from the special parking restrictions if they have and display parking permits. Permit parking can also be applied to on-street parking in commercial districts to provide unrestricted access to parking for residents and employees who have businesses in a parking district. The Project would be responsible for the costs associated with conducting an initial study and installing improvements for the expanded RPP zone, in cooperation with the City.

Enforcement: Parking Enforcement usually involves writing and issuing parking citations or warnings relating to violation of codes, laws, regulations, and validation programs for on-street parking. This can be accomplished by enforcement officers or technology such as license plate recognition software.

Comprehensive Curb Lane Management Policy: A comprehensive policy for curb lane management helps City staff establish priorities for different curb uses such as parking, bike lanes, or freight loading

zones on each section of street. This can help with balancing the needs of all users, efficiently managing the curb space, and City decision making.

TDM Strategies: Transportation Demand Management strategies are programmatic strategies and policies that encourage the use of other modes of transportation besides single-occupancy vehicles (SOV). The Project has committed to provide a substantial TDM program that will incentivize the use of transit, bicycling, walking, and shared vehicles, and that will disincentivize driving alone.

3.3 Monitoring Plan

This section outlines the monitoring plan to evaluate possible parking spillover in the neighborhood surrounding the Project and identifies strategies to address parking spillover issues that may arise.

3.3.1 Monitoring Locations

Existing parking restrictions and street connectivity near the Project were reviewed to identify potential locations for spillover parking due to the Project. Several parking spillover locations were identified within one-half mile of the Project. Project residents and workers are unlikely to park more than a ten-minute walk (or one-half mile) from the Project, and they are also unlikely to park east of SR 87, since most of the parking in downtown San José is already time restricted or fee-based. The Bird Avenue overpass is walkable, so the streets south of I-280 were included in the potential spillover parking locations. It is also unlikely that streets with residential parking programs would be used due to the possibility of getting a ticket for parking in these locations, though increased enforcement may be necessary to continue the effectiveness of the existing RPPs.

Figure 5 shows the most likely parking spillover locations near the site. While these are initial assumptions based on available data, future parking patterns are hard to predict. The study area described in this Plan is designed to capture the locations most likely to be affected; however, parking monitoring should be adjusted to reflect observed parking patterns in surrounding neighborhoods.

3.3.2 Monitoring Methods

Parking monitoring surveys will consist of parking occupancy counts on the streets identified on **Figure 5**. To best capture typical conditions, counts should be conducted on a Tuesday, Wednesday, or Thursday in the spring or fall when schools are in session during a week without holidays.

For each street segment within the monitoring area, the following parking occupancy data will be collected on two consecutive days during each of two consecutive weeks:

- Number of and location of legal on-street parking spaces (parking inventory) on each block face.
- Any restrictions or requirements that apply to the on-street parking spaces, such as meters or time restrictions, and the hours and days to which they apply.
- Number and location of parked vehicles on each block face every hour between the hours of 6:00 am and 12:00 am on non-event days.

Future changes in data collection methodologies and technologies may allow for more accurate, time-efficient, and/or cost-efficient monitoring procedures than those outlined in this Plan. Data collection methods should generally conform to the methods described in the most recent edition of the City's Transportation Analysis Handbook. Alternative methods may be used with written approval of City of San José Department of Transportation staff.

3.3.3 Monitoring Timeline

Per San José's *Transportation Analysis Handbook* and in recognition of the length of time anticipated between the beginning of Project construction and full Project occupancy, multiple parking surveys should be conducted to evaluate potential parking spillover:

- An **initial baseline survey** conducted after Project approval and prior to construction.
- **Regular surveys every two years**, continuing for no more than five years following full occupancy of the Project or the issuance of the Project's final certificate of occupancy, whichever comes first.
- **Additional surveys** to reassess neighborhood parking conditions, as follows:
    - Prior to transit service changes at Diridon Station due to Caltrain Modernization and BART Silicon Valley Phase II,
    - At the discretion of the Project sponsor,
    - As requested by the City of San José.

Since the Project is expected to take several years to be fully constructed, parking counts may be conducted at additional points prior to full Project construction and occupancy. Regular monitoring will continue for no more than five years following full occupancy of the Project or the issuance of the Project's final certificate of occupancy, whichever comes first.

The Project will be responsible for the cost of monitoring potential neighborhood traffic intrusion. For each round of data collection. the Project will retain the services of an independent City-approved transportation planning/engineering firm to conduct neighborhood traffic volume and speed counts at the likely cut-through traffic locations identified on **Figure 5.**

3.3.3.1 Baseline Survey

A baseline survey will be conducted after Project approval and before construction begins, which would likely be in 2021. The COVID-19 pandemic and resulting changes in travel behavior, including increased telecommuting and decreased transit use, are likely to affect parking counts in the Project area. The initial baseline for parking impacts analysis will be set when vehicle volumes on nearby streets have returned to 80 percent of pre-COVID levels.

Starting in the calendar year after the City approves the Project application and before construction begins, the Project applicant shall retain the services of an independent City-approved transportation planning/engineering firm to conduct an initial round of baseline counts at the likely parking intrusion locations identified on **Figure 5.** At the request of the City, additional monitoring locations may be added

on streets within a ½ mile buffer of the Project boundary. At least two sets of vehicle speed and volume counts shall be conducted at each location in either the spring or fall when school is in session, using the methods described in San José's *Transportation Analysis Handbook*.

3.3.3.2 Regular Monitoring Surveys

The Project is expected to take several years to be fully constructed and occupied. Regular surveys will be conducted as the Project is constructed to reflect the effects of nearby land use development and transportation service changes that would potentially increase neighborhood parking demand and parking spillover from nearby projects. These interim baseline surveys will also reflect post-COVID travel behavior changes not captured by the initial baseline survey.

Regular monitoring will be conducted a minimum of every two years, starting in the calendar year once the first building of each Phase has been completed but before it has been occupied. The project applicant shall retain the services of an independent City-approved transportation planning/engineering firm to conduct a round of monitoring counts the same monitoring locations shown on **Figure 5,** as well as at additional locations requested by the City that could reasonably be expected to experience parking spillover. At least two sets of vehicle speed and volume counts shall be conducted at each location in either the spring or fall when school is in session, using the methods described in San José's *Transportation Analysis Handbook*.

3.3.3.3 Additional Surveys

Additional surveys will be conducted prior to the following anticipated changes to nearby transportation service, along with any additional unanticipated changes of similar scale:

- **Caltrain Modernization (CalMod) Program**: Electrification of Caltrain corridor between Tamien Station (San José) and San Francisco 4th and King Station, which will allow for up to six trains per peak hour per direction (a 300 percent increase from the current levels of two trains per hour); expanded service is currently planned to begin in 2022, prior to the completion of Phase 1 of the Project;

- **BART Silicon Valley Phase II:** Extension of Bay Area Rapid Transit (BART) to Diridon Station, which will expand transit access and reduce travel times between San José and the East Bay, currently planned to begin service in 2030, prior to the completion of Phases 2 and 3.

Additional surveys will be conducted at the discretion of the Project applicant to reflect changes to local parking conditions due to the construction and occupancy of nearby development projects. To evaluate the Project's effect on and contribution to any parking intrusion, the most critical baseline update would occur with the completion of the first building of Phase 1 and immediately before occupancy begins.

Additional surveys will be conducted at the request of the City, no more than once per year, if reasonably determined to be needed by the City of San José Planning, Building, and Code Enforcement Department or Department of Public Works.

3.3.3.4 Frequency of Reporting

The Project will continue to monitor and report on neighborhood traffic conditions for five consecutive years after full Project occupancy or for five consecutive years after the last certificate of occupancy has been issued, whichever comes first. Additional surveys will be conducted no more than once per year, if reasonably determined to be needed by the City of San José Planning, Building, and Code Enforcement Department or Department of Public Works.

3.3.4 Project Contribution to Neighborhood Parking Intrusion

Post-occupancy counts may determine that parking spillover is occurring, but it is difficult to determine whether this is the result of the Project or of other future development. Therefore, the Project would be responsible for the monitoring program and for its proportional share of the cost of parking management strategies.

San José has not documented a threshold for parking spillover from a new development. For the purposes of the Project's parking intrusion monitoring plan, we recommend the following thresholds, which are consistent with thresholds identified in parking intrusion monitoring agreements established elsewhere in San José:

- On-street parking occupancy is 75 percent or higher and parking intrusion from outside the neighborhood is at least 50 percent, or
- On-street parking occupancy is 85 percent or higher on at least 60 percent of street segments of a neighborhood

To align with these thresholds, we recommend that the Project contribute its proportional share of the costs of managing added parking demand that exceeds 85 percent occupancy. The Project's proportional share will be determined by comparing the parking counts conducted before and after Project occupancy, taking into account changes to neighborhood parking demand reflected in any additional counts conducted prior to transit service changes or following the occupancy of nearby (non-Project) developments. The proportional share calculation shall also consider the parking supply and projected parking demand for nearby projects constructed before the Project is fully occupied, as well as parking occupancy at Project buildings and employee arrival times and mode share, as documented in the Project's most recent employee commute survey.

To ensure that the Project bears a reasonable share of the costs of mitigations, the Project's total combined contributions to mitigate both neighborhood traffic and parking impacts will be capped at $300,000. Contributions will take the form of funds provided to the City of San José and/or construction of on-street improvements, as determined by the City.

Based on the parking survey results, the City's Department of Transportation may recommend the implementation of a parking plan. This may include establishment of an RPP, installation of parking control signs, and other parking management strategies. The Project shall be responsible for a proportional share of the cost of recommended parking management strategies. **Table 3** includes

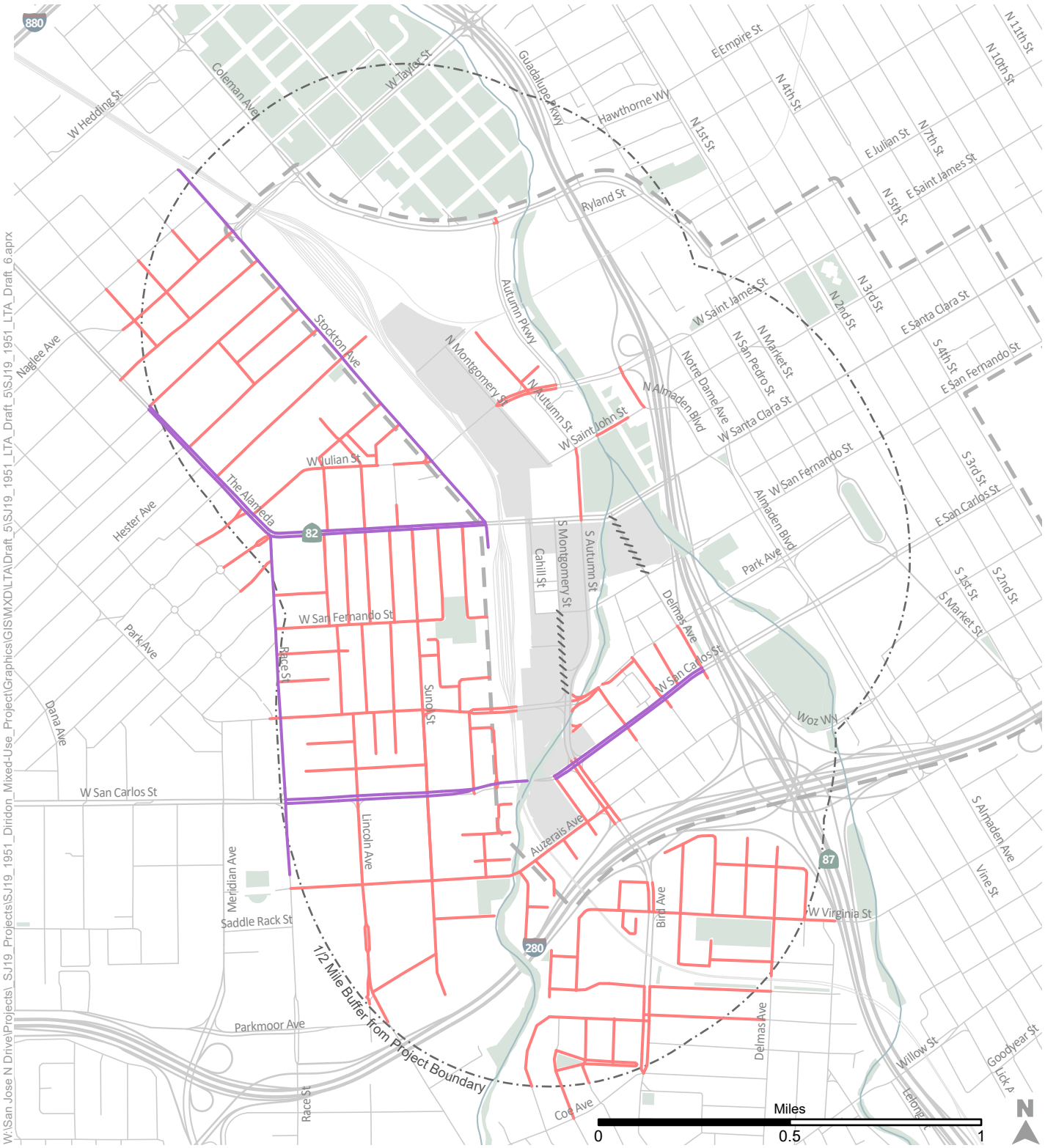
potential parking management strategies that could help reduce parking intrusion from the Project's residents and visitors.

3.3.5 Reporting

After each round of counts, the Project's traffic engineering/planning consultant will prepare a memorandum that contains the following elements:

1. A description of current Project status and relevant land use development and transportation conditions that have changed since Project approval and/or the previous round of counts.
2. A summary of findings from the latest round of counts.
3. A comparison of the latest round of counts to the baseline and to previous rounds of counts, if applicable.
4. An assessment of whether and to what extent Project-generated parking intrusion is occurring on neighborhood streets.
5. If there is an exceedance of the parking occupancy threshold, provide recommendations on parking management strategies to reduce demand.
6. An appendix or attachment presenting the complete results of the latest round of counts.

The memorandum will be submitted to the City within six months of conducting each round of counts.



Project Boundary

Downtown Core Boundary

Areas of Potential Parking Intrusion/ Areas for Parking Monitoring

Monitoring Areas for Time Restricted Parking

Future Street Closures to be Implemented with Project Construction

Figure 5

Likely Parking Intrusion/Spillover Locations

Downtown West