

<b>PK01</b>	<b>Right-size Parking Supply</b>																																																																																																							
<b>Description</b>	Provide off-street automobile parking supply at ratios lower than those documented in the Institute of Transportation Engineers (ITE) Parking Generation Manual.																																																																																																							
<b>CEQA <sup>(1)</sup></b>	<b>Commute-End Uses Only:</b> % VMT Reduction = % Reduction of parking supply from the parking generation rate in ITE Parking Generation Manual × 0.5																																																																																																							
<b>TDM Program (1 – 20 Points)</b>	<b>Home-End Uses, Commute-End Uses, and Visit-End Uses Only:</b> TDM point values are based on the Project’s off-street parking ratio, which accounts for <u>both</u> any on-site automobile parking spaces built by the Project <u>and</u> any off-site automobile parking spaces shared with the Project (Refer to PK03 for more information about shared parking). The parking ratio does not account for any on-site car share spaces.																																																																																																							
	<table border="1"> <thead> <tr> <th rowspan="3">Points</th> <th colspan="6">Parking Ratio</th> </tr> <tr> <th colspan="2">Downtown</th> <th colspan="2">High-Quality Transit Areas</th> <th colspan="2">Other Areas</th> </tr> <tr> <th>Home-End (per dwelling unit)</th> <th>Commute -End/ Visit-End (per 1,000 square feet)</th> <th>Home-End (per dwelling unit)</th> <th>Commute -End/ Visit-End (per 1,000 square feet)</th> <th>Home-End (per dwelling unit)</th> <th>Commute -End/ Visit-End (per 1,000 square feet)</th> </tr> </thead> <tbody> <tr> <td>20</td> <td>0-0.75</td> <td>0-1.00</td> <td>0-1.24</td> <td>0-1.50</td> <td>0-1.40</td> <td>0-2.00</td> </tr> <tr> <td>18</td> <td>.76-.84</td> <td>1.01-1.20</td> <td>1.25-1.37</td> <td>1.51-1.80</td> <td>1.41-1.57</td> <td>2.01-2.30</td> </tr> <tr> <td>16</td> <td>.85-.93</td> <td>1.21-1.40</td> <td>1.38-1.50</td> <td>1.81-2.10</td> <td>1.58-1.74</td> <td>2.31-2.60</td> </tr> <tr> <td>14</td> <td>.94-1.02</td> <td>1.41-1.60</td> <td>1.51-1.63</td> <td>2.11-2.40</td> <td>1.75-1.91</td> <td>2.61-2.90</td> </tr> <tr> <td>12</td> <td>1.03-1.11</td> <td>1.61-1.80</td> <td>1.64-1.76</td> <td>2.41-2.70</td> <td>1.92-2.08</td> <td>2.91-3.20</td> </tr> <tr> <td>10</td> <td>1.12-1.20</td> <td>1.81-2.00</td> <td>1.77-1.89</td> <td>2.71-3.00</td> <td>2.09-2.25</td> <td>3.21-3.50</td> </tr> <tr> <td>8</td> <td>1.21-1.29</td> <td>2.01-2.20</td> <td>1.90-2.02</td> <td>3.01-3.30</td> <td>2.26-2.42</td> <td>3.51-3.80</td> </tr> <tr> <td>6</td> <td>1.30-1.38</td> <td>2.21-2.40</td> <td>2.03-2.15</td> <td>3.31-3.60</td> <td>2.43-2.57</td> <td>3.81-4.10</td> </tr> <tr> <td>4</td> <td>1.39-1.47</td> <td>2.41-2.60</td> <td>2.16-2.28</td> <td>3.61-3.90</td> <td>2.58-2.74</td> <td>4.11-4.40</td> </tr> <tr> <td>2</td> <td>1.48-1.56</td> <td>2.61-2.80</td> <td>2.29-2.41</td> <td>3.91-4.20</td> <td>2.75-2.91</td> <td>4.41-4.70</td> </tr> <tr> <td>1</td> <td>1.57-1.65</td> <td>2.81-3.00</td> <td>2.42-2.54</td> <td>4.21-4.50</td> <td>2.92-3.08</td> <td>4.71-5.00</td> </tr> <tr> <td>0</td> <td>1.66+</td> <td>3.01+</td> <td>2.55+</td> <td>4.51+</td> <td>3.09+</td> <td>5.01+</td> </tr> </tbody> </table>	Points	Parking Ratio						Downtown		High-Quality Transit Areas		Other Areas		Home-End (per dwelling unit)	Commute -End/ Visit-End (per 1,000 square feet)	Home-End (per dwelling unit)	Commute -End/ Visit-End (per 1,000 square feet)	Home-End (per dwelling unit)	Commute -End/ Visit-End (per 1,000 square feet)	20	0-0.75	0-1.00	0-1.24	0-1.50	0-1.40	0-2.00	18	.76-.84	1.01-1.20	1.25-1.37	1.51-1.80	1.41-1.57	2.01-2.30	16	.85-.93	1.21-1.40	1.38-1.50	1.81-2.10	1.58-1.74	2.31-2.60	14	.94-1.02	1.41-1.60	1.51-1.63	2.11-2.40	1.75-1.91	2.61-2.90	12	1.03-1.11	1.61-1.80	1.64-1.76	2.41-2.70	1.92-2.08	2.91-3.20	10	1.12-1.20	1.81-2.00	1.77-1.89	2.71-3.00	2.09-2.25	3.21-3.50	8	1.21-1.29	2.01-2.20	1.90-2.02	3.01-3.30	2.26-2.42	3.51-3.80	6	1.30-1.38	2.21-2.40	2.03-2.15	3.31-3.60	2.43-2.57	3.81-4.10	4	1.39-1.47	2.41-2.60	2.16-2.28	3.61-3.90	2.58-2.74	4.11-4.40	2	1.48-1.56	2.61-2.80	2.29-2.41	3.91-4.20	2.75-2.91	4.41-4.70	1	1.57-1.65	2.81-3.00	2.42-2.54	4.21-4.50	2.92-3.08	4.71-5.00	0	1.66+	3.01+	2.55+	4.51+	3.09+	5.01+
	Points		Parking Ratio																																																																																																					
			Downtown		High-Quality Transit Areas		Other Areas																																																																																																	
		Home-End (per dwelling unit)	Commute -End/ Visit-End (per 1,000 square feet)	Home-End (per dwelling unit)	Commute -End/ Visit-End (per 1,000 square feet)	Home-End (per dwelling unit)	Commute -End/ Visit-End (per 1,000 square feet)																																																																																																	
	20	0-0.75	0-1.00	0-1.24	0-1.50	0-1.40	0-2.00																																																																																																	
	18	.76-.84	1.01-1.20	1.25-1.37	1.51-1.80	1.41-1.57	2.01-2.30																																																																																																	
	16	.85-.93	1.21-1.40	1.38-1.50	1.81-2.10	1.58-1.74	2.31-2.60																																																																																																	
	14	.94-1.02	1.41-1.60	1.51-1.63	2.11-2.40	1.75-1.91	2.61-2.90																																																																																																	
	12	1.03-1.11	1.61-1.80	1.64-1.76	2.41-2.70	1.92-2.08	2.91-3.20																																																																																																	
10	1.12-1.20	1.81-2.00	1.77-1.89	2.71-3.00	2.09-2.25	3.21-3.50																																																																																																		
8	1.21-1.29	2.01-2.20	1.90-2.02	3.01-3.30	2.26-2.42	3.51-3.80																																																																																																		
6	1.30-1.38	2.21-2.40	2.03-2.15	3.31-3.60	2.43-2.57	3.81-4.10																																																																																																		
4	1.39-1.47	2.41-2.60	2.16-2.28	3.61-3.90	2.58-2.74	4.11-4.40																																																																																																		
2	1.48-1.56	2.61-2.80	2.29-2.41	3.91-4.20	2.75-2.91	4.41-4.70																																																																																																		
1	1.57-1.65	2.81-3.00	2.42-2.54	4.21-4.50	2.92-3.08	4.71-5.00																																																																																																		
0	1.66+	3.01+	2.55+	4.51+	3.09+	5.01+																																																																																																		
	<ul style="list-style-type: none"> <li>- Downtown: Projects located in the Downtown core as defined in the City’s <i>Downtown Strategy 2040</i>, approximately bounded by Taylor Street and Coleman Avenue to the north, Fourth Street to the east, I-280 to the south, and Stockton Ave and the railroad tracks to the west.</li> <li>- High-Quality Transit Area: Projects located within ½ miles of an existing major transit stop <sup>(2)</sup> or an existing stop along a high-quality transit corridor <sup>(3)</sup>.</li> <li>- Other Area: Projects located in areas outside of Downtown or High-Quality Transit Area.</li> </ul> <p>Refer to <b>Figure 20</b> for a map of the Downtown, High-Quality Transit, and Other Areas in the city.</p>																																																																																																							
<b>Proof of Implementation</b>	City staff will confirm the number of vehicle parking spaces built on-site during a pre-occupancy inspection of the site. As necessary, City staff will conduct site visits to confirm that the amenities meet specified standards.																																																																																																							

Notes:

- (1) Nelson\Nygaard, Inc. (2005). *Crediting Low-Traffic Developments*, 16. <http://www.montgomeryplanning.org/transportation/documents/TripGenerationAnalysisUsingURBEMIS.pdf>
- (2) Defined in the Pub. Resources Code § 21064.3 (“Major transit stop” means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods”).
- (3) Defined in the Pub. Resources Code § 21155 (b) (“A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours”).

**Figure 1 Downtown, High-Quality Transit, and Other Areas in San José (April 2023)**

